EAS CEQR #15DCP148M

70 West 93rd Street

Lead Agency

New York City Department of City Planning

Applicant

50 and 70 West 93 Member, LLC

PREPARED BY

VHB Engineering, Surveying and Landscape Architecture, P.C.
Two Penn Plaza
Suite 2602
New York, New York 10121

June 26, 2015

Table of Contents

Appendices

City Environmental Quality Review
ENVIRONMENTAL ASSESSMENT STATEMENT (EAS) SHORT FORM

FOR UNLISTED ACTIONS ONLY • *Please fill out and submit to the appropriate agency* (see instructions)

Part I: GENERAL INFORMATION

1. *Does the Action Exceed Any Type I Threshold in 6 NYCRR Part 617.4 or 43 RCNY §6-15(A) (Executive Order 91 of 1977, as amended)?* ☐ YES ☒ NO

If "yes," **STOP** and **complete the FULL EAS FORM**.

2. *Project Name* 70 West 93rd Street

3. *Reference Numbers*

CEQR REFERENCE NUMBER (to be assigned by lead agency)	BSA REFERENCE NUMBER (if applicable)
15DCP148M	
ULURP REFERENCE NUMBER (if applicable)	OTHER REFERENCE NUMBER(S) (if applicable) (*e.g.*, legislative intro, CAPA)

4a. *Lead Agency Information*			**4b. *Applicant Information***		
NAME OF LEAD AGENCY New York City Department of City Planning			NAME OF APPLICANT 50 and 70 West 93 Member, LLC		
NAME OF LEAD AGENCY CONTACT PERSON Robert Dobruskin, AICP Director, Environmental Assessment and Review Divison			NAME OF APPLICANT'S REPRESENTATIVE OR CONTACT PERSON Nancy M. Doon, AICP VHB		
ADDRESS 22 Reade Street			ADDRESS 2 Penn Plaza, Suite 2602		
CITY New York	STATE NY	ZIP 10007	CITY New York	STATE NY	ZIP 10121
TELEPHONE 212-720-3420	EMAIL rdobrus@planning.nyc.gov		TELEPHONE 212-857-7307	EMAIL ndoon@vhb.com	

5. *Project Description*

The applicant is seeking to modify the Large Scale Residential Development (LSRD) for the former West Side Urban Renewal Area (WSURA), pursuant to ZR Section 78-06(b)(3), in order to utilize available floor area for commercial use by enlarging the ground floor of the building at 70 West 93rd Street by 14,730 gross square feet (gsf).

The information in this form has been completed for the Reasonable Worst-Case Development Scenario (RWCDS). However, a cumulative analysis was also conducted [pursuant to ZR Section 78-06 (b)(2)] and is contained in Section 2.4 of the attached Supplemental Analyses.

Project Location

BOROUGH Manhattan	COMMUNITY DISTRICT(S) 7	STREET ADDRESS 70 West 93rd Street
TAX BLOCK(S) AND LOT(S) Block 1206, Lot 1		ZIP CODE 10025
DESCRIPTION OF PROPERTY BY BOUNDING OR CROSS STREETS East side of Columbus Avenue between West 92nd and West 93rd Streets		
EXISTING ZONING DISTRICT, INCLUDING SPECIAL ZONING DISTRICT DESIGNATION, IF ANY C1-9, R7-2, Large-Scale Residential Development		ZONING SECTIONAL MAP NUMBER 5D

6. *Required Actions or Approvals* (check all that apply)

***City Planning Commission*:** ☒ YES ☐ NO ☒ UNIFORM LAND USE REVIEW PROCEDURE (ULURP)

☐ CITY MAP AMENDMENT	☐ ZONING CERTIFICATION	☐ CONCESSION
☐ ZONING MAP AMENDMENT	☐ ZONING AUTHORIZATION	☐ UDAAP
☐ ZONING TEXT AMENDMENT	☐ ACQUISITION—REAL PROPERTY	☐ REVOCABLE CONSENT
☐ SITE SELECTION—PUBLIC FACILITY	☐ DISPOSITION—REAL PROPERTY	☐ FRANCHISE
☐ HOUSING PLAN & PROJECT	☒ OTHER, explain: Modification of West Side Urban Renewal Area Large Scale Residential Development	

☐ SPECIAL PERMIT (if appropriate, specify type: ☐ modification; ☐ renewal; ☐ other); EXPIRATION DATE:

SPECIFY AFFECTED SECTIONS OF THE ZONING RESOLUTION 78-06(b)(3)

***Board of Standards and Appeals*:** ☐ YES ☒ NO

☐ VARIANCE (use)
☐ VARIANCE (bulk)
☐ SPECIAL PERMIT (if appropriate, specify type: ☐ modification; ☐ renewal; ☐ other); EXPIRATION DATE:
SPECIFY AFFECTED SECTIONS OF THE ZONING RESOLUTION

***Department of Environmental Protection*:** ☐ YES ☒ NO If "yes," specify:

Other City Approvals Subject to CEQR (check all that apply)

☐ LEGISLATION
☐ RULEMAKING
☐ CONSTRUCTION OF PUBLIC FACILITIES
☐ 384(b)(4) APPROVAL
☐ OTHER, explain:
☐ FUNDING OF CONSTRUCTION, specify:
☐ POLICY OR PLAN, specify:
☐ FUNDING OF PROGRAMS, specify:
☐ PERMITS, specify:

Other City Approvals Not Subject to CEQR (check all that apply)

☐ PERMITS FROM DOT'S OFFICE OF CONSTRUCTION MITIGATION AND COORDINATION (OCMC)
☐ LANDMARKS PRESERVATION COMMISSION APPROVAL
☐ OTHER, explain:

***State or Federal Actions/Approvals/Funding*:** ☐ YES ☒ NO If "yes," specify:

7. *Site Description:* *The directly affected area consists of the project site and the area subject to any change in regulatory controls. Except where otherwise indicated, provide the following information with regard to the directly affected area.*

***Graphics*:** *The following graphics must be attached and each box must be checked off before the EAS is complete. Each map must clearly depict the boundaries of the directly affected area or areas and indicate a 400-foot radius drawn from the outer boundaries of the project site. Maps may not exceed 11 x 17 inches in size and, for paper filings, must be folded to 8.5 x 11 inches.*

☒ SITE LOCATION MAP ☒ ZONING MAP ☒ SANBORN OR OTHER LAND USE MAP
☒ TAX MAP ☐ FOR LARGE AREAS OR MULTIPLE SITES, A GIS SHAPE FILE THAT DEFINES THE PROJECT SITE(S)
☒ PHOTOGRAPHS OF THE PROJECT SITE TAKEN WITHIN 6 MONTHS OF EAS SUBMISSION AND KEYED TO THE SITE LOCATION MAP

Physical Setting (both developed and undeveloped areas)

Total directly affected area (sq. ft.): 14,730
Roads, buildings, and other paved surfaces (sq. ft.): 14,730
Waterbody area (sq. ft) and type:
Other, describe (sq. ft.):

8. *Physical Dimensions and Scale of Project* (if the project affects multiple sites, provide the total development facilitated by the action)

SIZE OF PROJECT TO BE DEVELOPED (gross square feet): 14,730
NUMBER OF BUILDINGS: 1
GROSS FLOOR AREA OF EACH BUILDING (sq. ft.): 14,730
HEIGHT OF EACH BUILDING (ft.): Varies between 11'-6" and 16'
NUMBER OF STORIES OF EACH BUILDING: 1

Does the proposed project involve changes in zoning on one or more sites? ☐ YES ☒ NO
If "yes," specify: The total square feet owned or controlled by the applicant:
The total square feet not owned or controlled by the applicant:

Does the proposed project involve in-ground excavation or subsurface disturbance, including, but not limited to foundation work, pilings, utility lines, or grading? ☒ YES ☐ NO
If "yes," indicate the estimated area and volume dimensions of subsurface permanent and temporary disturbance (if known):
AREA OF TEMPORARY DISTURBANCE: 14,730 sq. ft. (width x length)
VOLUME OF DISTURBANCE: TBD cubic ft. (width x length x depth)
AREA OF PERMANENT DISTURBANCE: 14,730 sq. ft. (width x length)

Description of Proposed Uses (please complete the following information as appropriate)

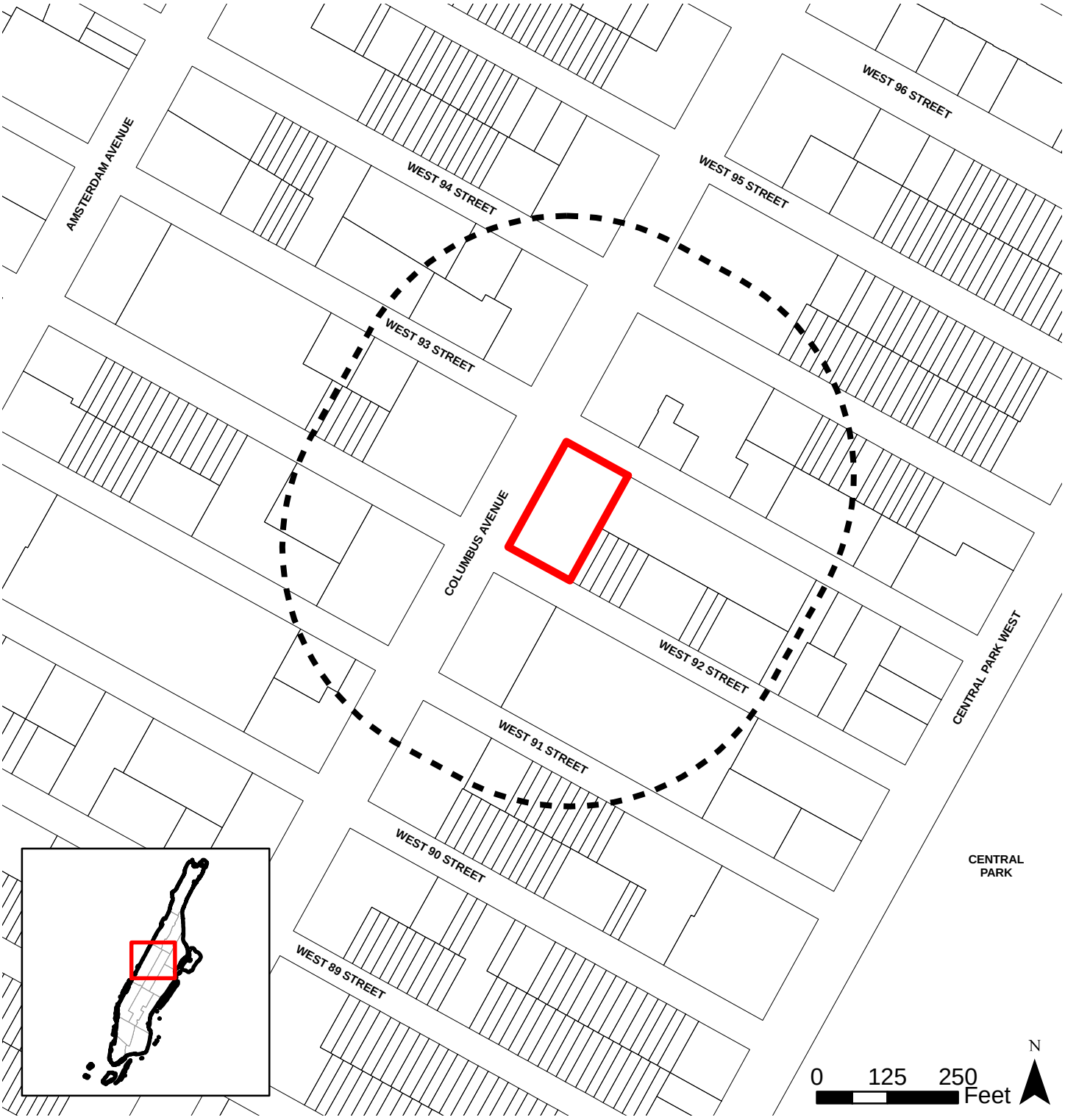
	Residential	***Commercial***	***Community Facility***	***Industrial/Manufacturing***
Size (in gross sq. ft.)		14,730		
Type (*e.g.,* retail, office, school)	units	retail and restaurant		

Does the proposed project increase the population of residents and/or on-site workers? ☒ YES ☐ NO
If "yes," please specify: NUMBER OF ADDITIONAL RESIDENTS: 0 NUMBER OF ADDITIONAL WORKERS: 37
Provide a brief explanation of how these numbers were determined: Estimated based on average rate of 1 employee per 400 gsf of retail space.

Does the proposed project create new open space? ☐ YES ☒ NO If "yes," specify size of project-created open space: sq. ft.

Has a No-Action scenario been defined for this project that differs from the existing condition? ☐ YES ☒ NO
If "yes," see Chapter 2, "Establishing the Analysis Framework" and describe briefly:

Date: 08.19.14



70 West 93rd Street
New York, New York 10025

Site Location Map

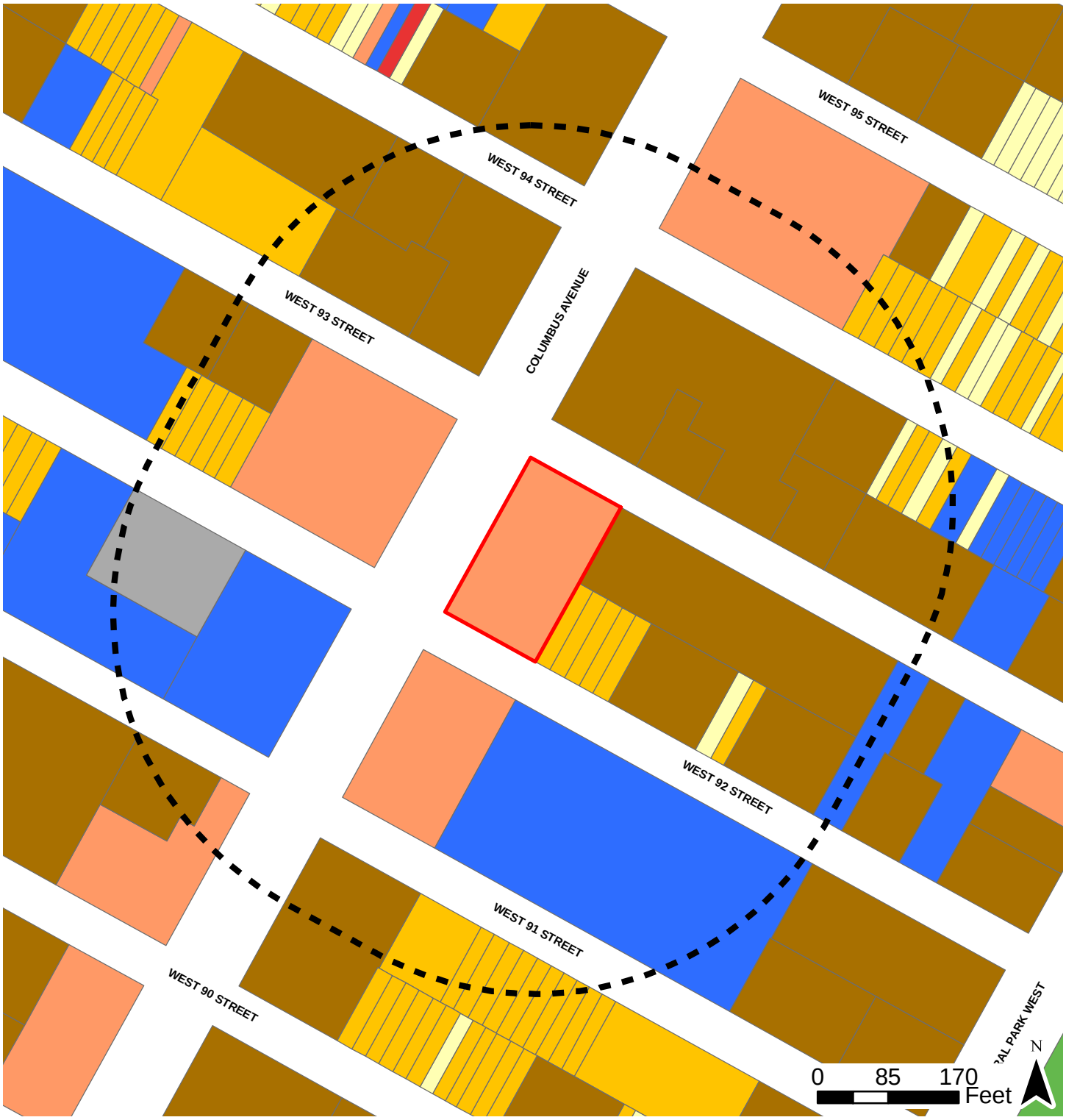
Figure 1

Subject Property

400-Foot Radius

Sources:
1. New York (City). Dept. of City Planning 2013. Manhattan MapPLUTO (Edition 13v2). New York City: NYC Department of City Planning.
2. New York (City). Dept. of City Planning 2013. LION (Edition 13C). New York City: NYC Department of City Planning.
3. New York (City). Dept. of City Planning 2013. New York City Borough Boundary (Edition 13C). New York City: NYC Department of City Planning.
4. New York (City). Dept. of City Planning 2013. New York City Community Districts (Edition 13C). New York City: NYC Department of City Planning.

Date: 04.29.14



70 West 93rd Street
New York, New York 10025

Land Use Map

Figure 2

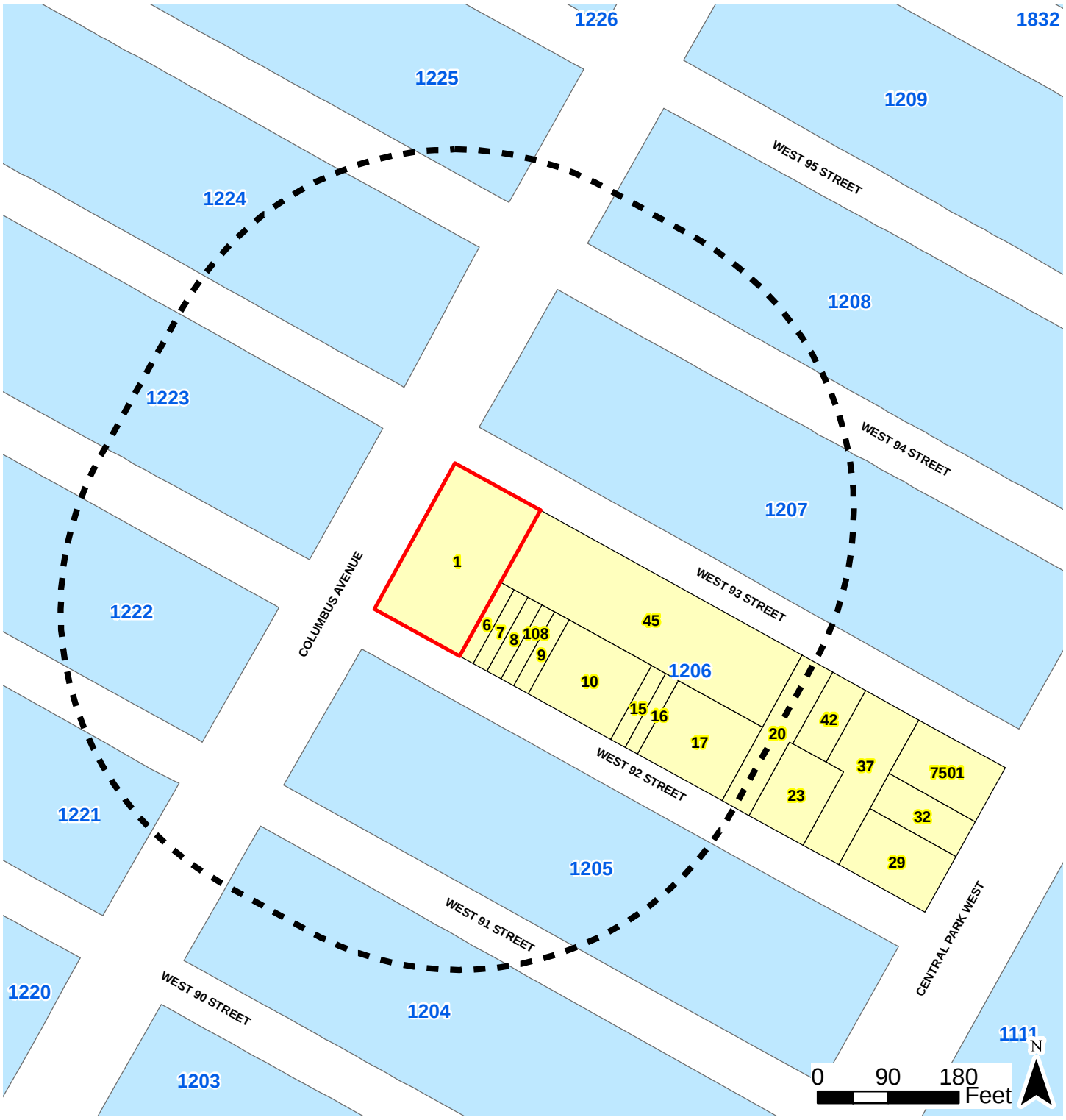
Subject Property
400-Foot Radius

Land Use

One & Two Family Buildings
MultiFamily Walkup Buildings
MultiFamily Elevator Buildings
Mixed Commercial/Residential Buildings
Commercial/Office Buildings
Industrial/Manufacturing
Transportation/Utility
Public Facilities & Institutions
Open Space
Parking Facilities
Vacant Land
All Others or No Data

Sources:
1. New York (City). Dept. of City Planning 2013. Manhattan MapPLUTO (Edition 13v2). New York City: NYC Department of City Planning.
2. New York (City). Dept. of City Planning 2013. LION (Edition 13C). New York City: NYC Department of City Planning.

Date: 04.29.14



70 West 93rd Street
New York, New York 10025

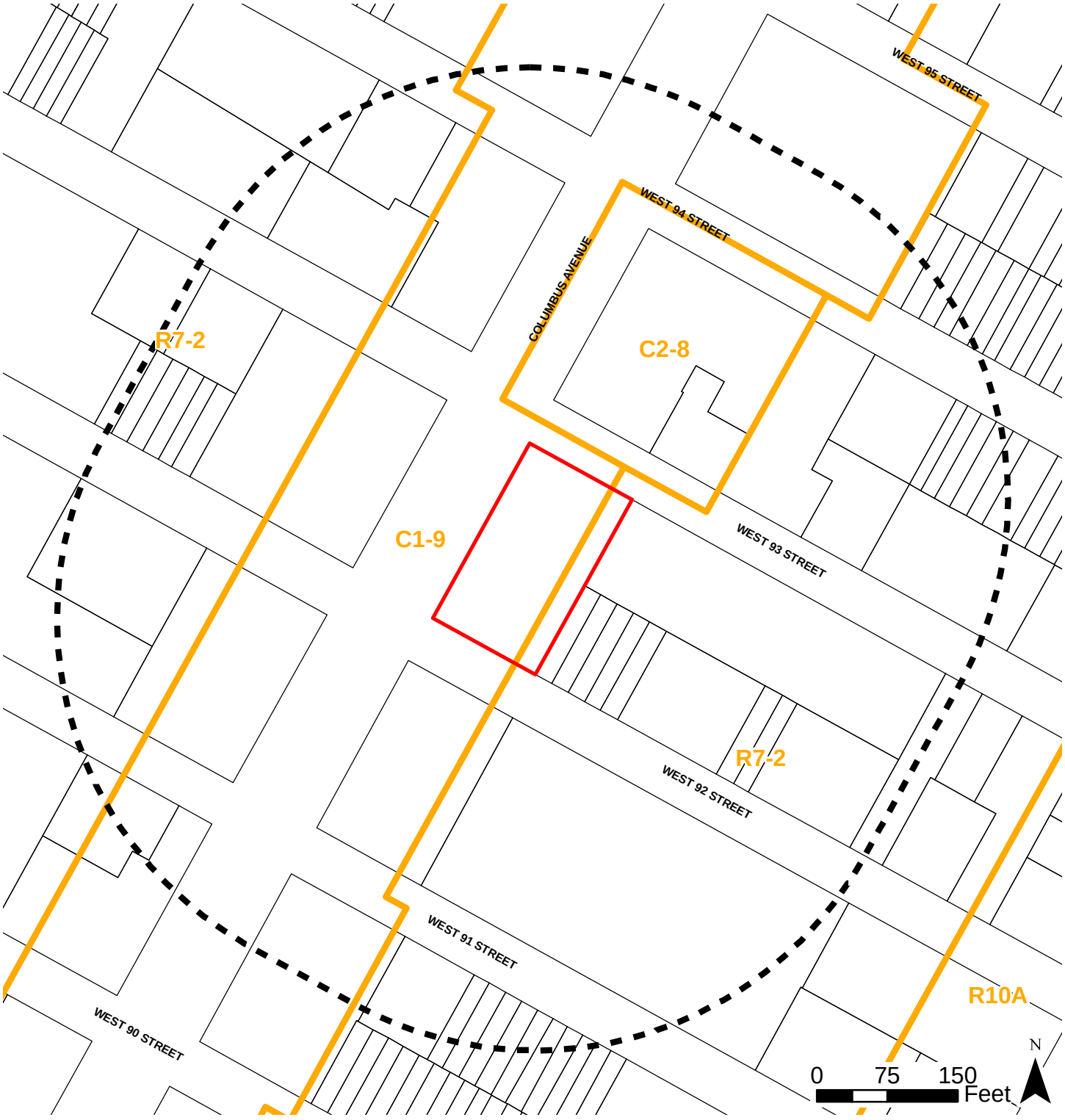
Tax Map

Figure 3

Subject Property
400-Foot Radius
Tax Block
Project Block Tax Parcel
1206 Tax Block Number
1 Tax Lot Number

Sources:
1. New York (City). Dept. of City Planning 2013. Manhattan MapPLUTO (Edition 13v2). New York City: NYC Department of City Planning.
2. New York (City). Dept. of City Planning 2013. LION (Edition 13C). New York City: NYC Department of City Planning.

Date: 04.29.14



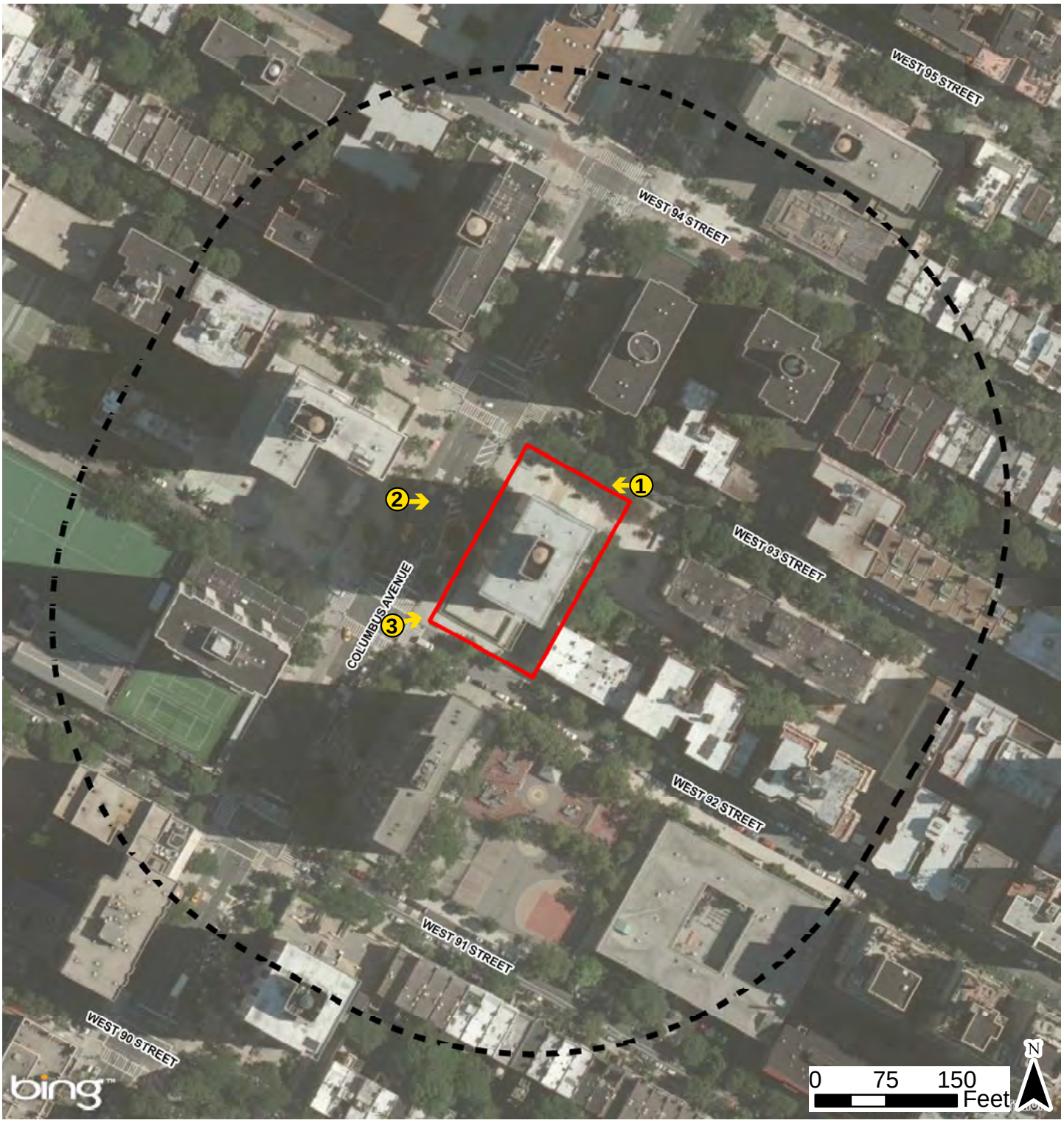
70 West 93rd Street
New York, New York 10025

Zoning Map

Figure 4

Subject Property
400-Foot Radius
New York City Zoning District

Sources:
1. New York (City). Dept. of City Planning 2013. Manhattan MapPLUTO (Edition 13v2). New York City: NYC Department of City Planning.
2. New York (City). Dept. of City Planning 2013. LION (Edition 13C). New York City: NYC Department of City Planning.
3. New York (City). Dept. of City Planning, Technical Review Division 2013. New York City Zoning Data (Edition 13v1). New York City: NYC Department of City Planning.



70 West 93rd Street
New York, New York 10025

Photograph Key

Figure **5**

Project Site
400-Foot Radius
Photo View Direction and Reference

Source: 1.New York (City). Dept. of City Planning 2013. Manhattan MapPLUTO (Edition 13v1). New York City: NYC Department of City Planning.
2.New York (City). Dept. of City Planning 2013. LION (Edition 13C). New York City: NYC Department of City Planning.

Photograph 1

View from West 93rd Street

Photograph 2

View from Columbus Avenue

Photos taken on 08/11/2014

70 West 93rd Street
New York, New York 10025

Views of Project Site and Study Area

Figure **5a**

Photograph 3

View from West 92nd Street

Photos taken on 08/11/2014

70 West 93rd Street
New York, New York 10025

Views of Project Site and Study Area

Figure
5b

9. *Analysis Year* CEQR Technical Manual Chapter 2		
ANTICIPATED BUILD YEAR (date the project would be completed and operational): 2017		
ANTICIPATED PERIOD OF CONSTRUCTION IN MONTHS: 18		
WOULD THE PROJECT BE IMPLEMENTED IN A SINGLE PHASE? ☒ YES ☐ NO		IF MULTIPLE PHASES, HOW MANY?
BRIEFLY DESCRIBE PHASES AND CONSTRUCTION SCHEDULE:		
10. *Predominant Land Use in the Vicinity of the Project* (check all that apply) ☒ RESIDENTIAL ☐ MANUFACTURING ☒ COMMERCIAL ☐ PARK/FOREST/OPEN SPACE ☒ OTHER, specify: Institutional		

Part II: TECHNICAL ANALYSIS

INSTRUCTIONS: For each of the analysis categories listed in this section, assess the proposed project's impacts based on the thresholds and criteria presented in the CEQR Technical Manual. Check each box that applies.

- If the proposed project can be demonstrated not to meet or exceed the threshold, check the "no" box.
- If the proposed project will meet or exceed the threshold, or if this cannot be determined, check the "yes" box.
- For each "yes" response, provide additional analyses (and, if needed, attach supporting information) based on guidance in the CEQR Technical Manual to determine whether the potential for significant impacts exists. Please note that a "yes" answer does not mean that an EIS must be prepared—it means that more information may be required for the lead agency to make a determination of significance.
- The lead agency, upon reviewing Part II, may require an applicant to provide additional information to support the Short EAS Form. For example, if a question is answered "no," an agency may request a short explanation for this response.

	YES	NO
1. *LAND USE, ZONING, AND PUBLIC POLICY*: CEQR Technical Manual Chapter 4		
(a) Would the proposed project result in a change in land use different from surrounding land uses?	☒	☐
(b) Would the proposed project result in a change in zoning different from surrounding zoning?	☐	☒
(c) Is there the potential to affect an applicable public policy?	☐	☒
(d) If "yes," to (a), (b), and/or (c), complete a preliminary assessment and attach.		
(e) Is the project a large, publicly sponsored project?	☐	☒
○ If "yes," complete a PlaNYC assessment and attach.		
(f) Is any part of the directly affected area within the City's Waterfront Revitalization Program boundaries?	☐	☒
○ If "yes," complete the Consistency Assessment Form.		
2. *SOCIOECONOMIC CONDITIONS*: CEQR Technical Manual Chapter 5		
(a) Would the proposed project:		
○ Generate a net increase of 200 or more residential units?	☐	☒
○ Generate a net increase of 200,000 or more square feet of commercial space?	☐	☒
○ Directly displace more than 500 residents?	☐	☒
○ Directly displace more than 100 employees?	☐	☒
○ Affect conditions in a specific industry?	☐	☒
3. *COMMUNITY FACILITIES*: CEQR Technical Manual Chapter 6		
(a) Direct Effects		
○ Would the project directly eliminate, displace, or alter public or publicly funded community facilities such as educational facilities, libraries, hospitals and other health care facilities, day care centers, police stations, or fire stations?	☐	☒
(b) Indirect Effects		
○ **Child Care Centers:** Would the project result in 20 or more eligible children under age 6, based on the number of low or low/moderate income residential units? (See Table 6-1 in Chapter 6)	☐	☒
○ **Libraries:** Would the project result in a 5 percent or more increase in the ratio of residential units to library branches? (See Table 6-1 in Chapter 6)	☐	☒
○ **Public Schools:** Would the project result in 50 or more elementary or middle school students, or 150 or more high school students based on number of residential units? (See Table 6-1 in Chapter 6)	☐	☒
○ **Health Care Facilities and Fire/Police Protection:** Would the project result in the introduction of a sizeable new neighborhood?	☐	☒
4. *OPEN SPACE*: CEQR Technical Manual Chapter 7		
(a) Would the proposed project change or eliminate existing open space?	☐	☒
(b) Is the project located within an under-served area in the Bronx, Brooklyn, Manhattan, Queens, or Staten Island?	☐	☒
○ If "yes," would the proposed project generate more than 50 additional residents or 125 additional employees?	☐	☐
(c) Is the project located within a well-served area in the Bronx, Brooklyn, Manhattan, Queens, or Staten Island?	☒	☐
○ If "yes," would the proposed project generate more than 350 additional residents or 750 additional employees?	☐	☒
(d) If the project in located an area that is neither under-served nor well-served, would it generate more than 200 additional residents or 500 additional employees?	☐	☒

	YES	NO
5. *SHADOWS*: CEQR Technical Manual Chapter 8		
(a) Would the proposed project result in a net height increase of any structure of 50 feet or more?	☐	☒
(b) Would the proposed project result in any increase in structure height and be located adjacent to or across the street from a sunlight-sensitive resource?	☐	☒
6. *HISTORIC AND CULTURAL RESOURCES*: CEQR Technical Manual Chapter 9		
(a) Does the proposed project site or an adjacent site contain any architectural and/or archaeological resource that is eligible for or has been designated (or is calendared for consideration) as a New York City Landmark, Interior Landmark or Scenic Landmark; that is listed or eligible for listing on the New York State or National Register of Historic Places; or that is within a designated or eligible New York City, New York State or National Register Historic District? (See the GIS System for Archaeology and National Register to confirm)	☐	☒
(b) Would the proposed project involve construction resulting in in-ground disturbance to an area not previously excavated?	☐	☒
(c) If "yes" to either of the above, list any identified architectural and/or archaeological resources and attach supporting information on whether the proposed project would potentially affect any architectural or archeological resources.		
7. *URBAN DESIGN AND VISUAL RESOURCES*: CEQR Technical Manual Chapter 10		
(a) Would the proposed project introduce a new building, a new building height, or result in any substantial physical alteration to the streetscape or public space in the vicinity of the proposed project that is not currently allowed by existing zoning?	☒	☐
(b) Would the proposed project result in obstruction of publicly accessible views to visual resources not currently allowed by existing zoning?	☐	☒
8. *NATURAL RESOURCES*: CEQR Technical Manual Chapter 11		
(a) Does the proposed project site or a site adjacent to the project contain natural resources as defined in Section 100 of Chapter 11?	☐	☒
○ If "yes," list the resources and attach supporting information on whether the proposed project would affect any of these resources.		
(b) Is any part of the directly affected area within the Jamaica Bay Watershed?	☐	☒
○ If "yes," complete the Jamaica Bay Watershed Form, and submit according to its instructions.		
9. *HAZARDOUS MATERIALS*: CEQR Technical Manual Chapter 12		
(a) Would the proposed project allow commercial or residential uses in an area that is currently, or was historically, a manufacturing area that involved hazardous materials?	☐	☒
(b) Does the proposed project site have existing institutional controls (*e.g.*, (E) designation or Restrictive Declaration) relating to hazardous materials that preclude the potential for significant adverse impacts?	☐	☒
(c) Would the project require soil disturbance in a manufacturing area or any development on or near a manufacturing area or existing/historic facilities listed in Appendix 1 (including nonconforming uses)?	☐	☒
(d) Would the project result in the development of a site where there is reason to suspect the presence of hazardous materials, contamination, illegal dumping or fill, or fill material of unknown origin?	☐	☒
(e) Would the project result in development on or near a site that has or had underground and/or aboveground storage tanks (*e.g.*, gas stations, oil storage facilities, heating oil storage)?	☐	☒
(f) Would the project result in renovation of interior existing space on a site with the potential for compromised air quality; vapor intrusion from either on-site or off-site sources; or the presence of asbestos, PCBs, mercury or lead-based paint?	☐	☒
(g) Would the project result in development on or near a site with potential hazardous materials issues such as government-listed voluntary cleanup/brownfield site, current or former power generation/transmission facilities, coal gasification or gas storage sites, railroad tracks or rights-of-way, or municipal incinerators?	☐	☒
(h) Has a Phase I Environmental Site Assessment been performed for the site?	☐	☒
○ If "yes," were Recognized Environmental Conditions (RECs) identified? Briefly identify:	☐	☐
10. *WATER AND SEWER INFRASTRUCTURE*: CEQR Technical Manual Chapter 13		
(a) Would the project result in water demand of more than one million gallons per day?	☐	☒
(b) If the proposed project located in a combined sewer area, would it result in at least 1,000 residential units or 250,000 square feet or more of commercial space in Manhattan, or at least 400 residential units or 150,000 square feet or more of commercial space in the Bronx, Brooklyn, Staten Island, or Queens?	☐	☒
(c) If the proposed project located in a separately sewered area, would it result in the same or greater development than the amounts listed in Table 13-1 in Chapter 13?	☐	☒
(d) Would the proposed project involve development on a site that is 5 acres or larger where the amount of impervious surface would increase?	☐	☒
(e) If the project is located within the Jamaica Bay Watershed or in certain specific drainage areas, including Bronx River, Coney Island Creek, Flushing Bay and Creek, Gowanus Canal, Hutchinson River, Newtown Creek, or Westchester Creek, would it involve development on a site that is 1 acre or larger where the amount of impervious surface would increase?	☐	☒

	YES	NO
(f) Would the proposed project be located in an area that is partially sewered or currently unsewered?	☐	☒
(g) Is the project proposing an industrial facility or activity that would contribute industrial discharges to a Wastewater Treatment Plant and/or generate contaminated stormwater in a separate storm sewer system?	☐	☒
(h) Would the project involve construction of a new stormwater outfall that requires federal and/or state permits?	☐	☒
11. *SOLID WASTE AND SANITATION SERVICES*: CEQR Technical Manual Chapter 14		
(a) Using Table 14-1 in Chapter 14, the project's projected operational solid waste generation is estimated to be (pounds per week): 6,879 (assuming 14 retail employees and 23 restaurant employees)		
○ Would the proposed project have the potential to generate 100,000 pounds (50 tons) or more of solid waste per week?	☐	☒
(b) Would the proposed project involve a reduction in capacity at a solid waste management facility used for refuse or recyclables generated within the City?	☐	☒
12. *ENERGY*: CEQR Technical Manual Chapter 15		
(a) Using energy modeling or Table 15-1 in Chapter 15, the project's projected energy use is estimated to be (annual BTUs): 3,186,099 Mbtu		
(b) Would the proposed project affect the transmission or generation of energy?	☐	☒
13. *TRANSPORTATION*: CEQR Technical Manual Chapter 16		
(a) Would the proposed project exceed any threshold identified in Table 16-1 in Chapter 16?	☐	☒
(b) If "yes," conduct the screening analyses, attach appropriate back up data as needed for each stage and answer the following questions:		
○ Would the proposed project result in 50 or more Passenger Car Equivalents (PCEs) per project peak hour?	☐	☐
If "yes," would the proposed project result in 50 or more vehicle trips per project peak hour at any given intersection? ***It should be noted that the lead agency may require further analysis of intersections of concern even when a project generates fewer than 50 vehicles in the peak hour. See Subsection 313 of Chapter 16 for more information.*	☐	☐
○ Would the proposed project result in more than 200 subway/rail or bus trips per project peak hour?	☐	☐
If "yes," would the proposed project result, per project peak hour, in 50 or more bus trips on a single line (in one direction) or 200 subway trips per station or line?	☐	☐
○ Would the proposed project result in more than 200 pedestrian trips per project peak hour?	☐	☐
If "yes," would the proposed project result in more than 200 pedestrian trips per project peak hour to any given pedestrian or transit element, crosswalk, subway stair, or bus stop?	☐	☐
14. *AIR QUALITY*: CEQR Technical Manual Chapter 17		
(a) *Mobile Sources*: Would the proposed project result in the conditions outlined in Section 210 in Chapter 17?	☐	☒
(b) *Stationary Sources*: Would the proposed project result in the conditions outlined in Section 220 in Chapter 17?	☒	☐
○ If "yes," would the proposed project exceed the thresholds in Figure 17-3, Stationary Source Screen Graph in Chapter 17? (Attach graph as needed)	☐	☒
(c) Does the proposed project involve multiple buildings on the project site?	☐	☒
(d) Does the proposed project require federal approvals, support, licensing, or permits subject to conformity requirements?	☐	☒
(e) Does the proposed project site have existing institutional controls (*e.g.*, (E) designation or Restrictive Declaration) relating to air quality that preclude the potential for significant adverse impacts?	☐	☒
15. *GREENHOUSE GAS EMISSIONS*: CEQR Technical Manual Chapter 18		
(a) Is the proposed project a city capital project or a power generation plant?	☐	☒
(b) Would the proposed project fundamentally change the City's solid waste management system?	☐	☒
(c) If "yes" to any of the above, would the project require a GHG emissions assessment based on the guidance in Chapter 18?	☐	☐
16. *NOISE*: CEQR Technical Manual Chapter 19		
(a) Would the proposed project generate or reroute vehicular traffic?	☒	☐
(b) Would the proposed project introduce new or additional receptors (see Section 124 in Chapter 19) near heavily trafficked roadways, within one horizontal mile of an existing or proposed flight path, or within 1,500 feet of an existing or proposed rail line with a direct line of site to that rail line?	☒	☐
(c) Would the proposed project cause a stationary noise source to operate within 1,500 feet of a receptor with a direct line of sight to that receptor or introduce receptors into an area with high ambient stationary noise?	☐	☒
(d) Does the proposed project site have existing institutional controls (*e.g.*, (E) designation or Restrictive Declaration) relating to noise that preclude the potential for significant adverse impacts?	☐	☒

	YES	NO
17. *PUBLIC HEALTH*: CEQR Technical Manual Chapter 20		
(a) Based upon the analyses conducted, do any of the following technical areas require a detailed analysis: Air Quality; Hazardous Materials; Noise?	☐	☒
(b) If "yes," explain why an assessment of public health is or is not warranted based on the guidance in Chapter 20, "Public Health." Attach a preliminary analysis, if necessary.		
18. *NEIGHBORHOOD CHARACTER*: CEQR Technical Manual Chapter 21		
(a) Based upon the analyses conducted, do any of the following technical areas require a detailed analysis: Land Use, Zoning, and Public Policy; Socioeconomic Conditions; Open Space; Historic and Cultural Resources; Urban Design and Visual Resources; Shadows; Transportation; Noise?	☒	☐
(b) If "yes," explain why an assessment of neighborhood character is or is not warranted based on the guidance in Chapter 21, "Neighborhood Character." Attach a preliminary analysis, if necessary. SEE ATTACHMENT		
19. *CONSTRUCTION*: CEQR Technical Manual Chapter 22		
(a) Would the project's construction activities involve:		
○ Construction activities lasting longer than two years?	☐	☒
○ Construction activities within a Central Business District or along an arterial highway or major thoroughfare?	☒	☐
○ Closing, narrowing, or otherwise impeding traffic, transit, or pedestrian elements (roadways, parking spaces, bicycle routes, sidewalks, crosswalks, corners, *etc.*)?	☒	☐
○ Construction of multiple buildings where there is a potential for on-site receptors on buildings completed before the final build-out?	☐	☒
○ The operation of several pieces of diesel equipment in a single location at peak construction?	☐	☒
○ Closure of a community facility or disruption in its services?	☐	☒
○ Activities within 400 feet of a historic or cultural resource?	☐	☒
○ Disturbance of a site containing or adjacent to a site containing natural resources?	☐	☒
○ Construction on multiple development sites in the same geographic area, such that there is the potential for several construction timelines to overlap or last for more than two years overall?	☐	☒
(b) If any boxes are checked "yes," explain why a preliminary construction assessment is or is not warranted based on the guidance in Chapter 22, "Construction." It should be noted that the nature and extent of any commitment to use the Best Available Technology for construction equipment or Best Management Practices for construction activities should be considered when making this determination. SEE ATTACHMENT		

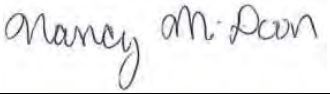
20. *APPLICANT'S CERTIFICATION*

I swear or affirm under oath and subject to the penalties for perjury that the information provided in this Environmental Assessment Statement (EAS) is true and accurate to the best of my knowledge and belief, based upon my personal knowledge and familiarity with the information described herein and after examination of the pertinent books and records and/or after inquiry of persons who have personal knowledge of such information or who have examined pertinent books and records.

Still under oath, I further swear or affirm that I make this statement in my capacity as the applicant or representative of the entity that seeks the permits, approvals, funding, or other governmental action(s) described in this EAS.

APPLICANT/REPRESENTATIVE NAME	DATE
Nancy M. Doon, VHB	06/26/2015

SIGNATURE



PLEASE NOTE THAT APPLICANTS MAY BE REQUIRED TO SUBSTANTIATE RESPONSES IN THIS FORM AT THE DISCRETION OF THE LEAD AGENCY SO THAT IT MAY SUPPORT ITS DETERMINATION OF SIGNIFICANCE.

Part III: DETERMINATION OF SIGNIFICANCE (To Be Completed by Lead Agency)

INSTRUCTIONS: In completing Part III, the lead agency should consult 6 NYCRR 617.7 and 43 RCNY § 6-06 (Executive Order 91 or 1977, as amended), which contain the State and City criteria for determining significance.

1. For each of the impact categories listed below, consider whether the project may have a significant adverse effect on the environment, taking into account its (a) location; (b) probability of occurring; (c) duration; (d) irreversibility; (e) geographic scope; and (f) magnitude.

IMPACT CATEGORY	Potentially Significant Adverse Impact YES	NO
Land Use, Zoning, and Public Policy	☐	☒
Socioeconomic Conditions	☐	☒
Community Facilities and Services	☐	☒
Open Space	☐	☒
Shadows	☐	☒
Historic and Cultural Resources	☐	☒
Urban Design/Visual Resources	☐	☒
Natural Resources	☐	☒
Hazardous Materials	☐	☒
Water and Sewer Infrastructure	☐	☒
Solid Waste and Sanitation Services	☐	☒
Energy	☐	☒
Transportation	☐	☒
Air Quality	☐	☒
Greenhouse Gas Emissions	☐	☒
Noise	☐	☒
Public Health	☐	☒
Neighborhood Character	☐	☒
Construction	☐	☒

2. Are there any aspects of the project relevant to the determination of whether the project may have a significant impact on the environment, such as combined or cumulative impacts, that were not fully covered by other responses and supporting materials? ☐ YES ☒ NO

If there are such impacts, attach an explanation stating whether, as a result of them, the project may have a significant impact on the environment.

3. Check determination to be issued by the lead agency:

☐ **Positive Declaration**: If the lead agency has determined that the project may have a significant impact on the environment, and if a Conditional Negative Declaration is not appropriate, then the lead agency issues a *Positive Declaration* and prepares a draft Scope of Work for the Environmental Impact Statement (EIS).

☐ **Conditional Negative Declaration:** A *Conditional Negative Declaration* (CND) may be appropriate if there is a private applicant for an Unlisted action AND when conditions imposed by the lead agency will modify the proposed project so that no significant adverse environmental impacts would result. The CND is prepared as a separate document and is subject to the requirements of 6 NYCRR Part 617.

☒ **Negative Declaration:** If the lead agency has determined that the project would not result in potentially significant adverse environmental impacts, then the lead agency issues a *Negative Declaration*. The *Negative Declaration* may be prepared as a separate document (see template) or using the embedded Negative Declaration on the next page.

4. ***LEAD AGENCY'S CERTIFICATION***

TITLE	LEAD AGENCY
Deputy Director, Environmental Assessment & Review Division	New York City Department of City Planning
NAME	**DATE**
Olga Abinader	June 26, 2015

SIGNATURE Olga Abinader

1.0
Project Description

1.1 Introduction

This section provides a description of the proposed action and the resulting development, as well as the purpose and need for the proposed action. Section 2.0 of the attachment examines the potential for the proposed action to result in significant adverse impacts, based on the procedures set forth in the *City Environmental Quality Review (CEQR) Technical Manual* (2014 edition).

The applicant is seeking to modify the Large Scale Residential Development (LSRD) for the West Side Urban Renewal Area (WSURA), pursuant to New York City Zoning Resolution (ZR) Section 78-06(b)(3), in order to enlarge the ground floor of the building at 70 West 93rd Street by 14,730 gross square feet (gsf) for commercial and residential use. The project would involve expanding into the existing concrete plaza area surrounding the building between the existing building and the street line along Columbus Avenue, West 93rd Street and West 92nd Street. The proposed enlargement would increase the amount of commercial floor area by 14,730 gsf (from 1,350 gsf) for a total commercial floor area of 16,080 gsf, and it would reconfigure but not increase the size of the residential lobby space.

The applicant is pursuing a modification to the LSRD associated with only one zoning lot. However, as discussed later in Section 2.9, a separate "cumulative analysis" was also performed, pursuant to Section 78-06(b)(2) of the Zoning Resolution. Section ZR 78-06(b)(2) outlines the requirements for the cumulative analysis as follows:

> *In addition, any significant adverse impacts resulting from a development or enlargement pursuant to such modifications, considered in combination with developments or enlargements within the former urban renewal area listed in paragraph (b)(2), previously the subject of modifications under this paragraph, (b)(3), shall have been avoided or minimized to the maximum extent practicable by incorporating as conditions to the modification those mitigative measures that have been identified as practicable.*

The cumulative analysis serves to analyze the effects of the proposed action in combination with other modifications within the former WSURA that have been previously approved or are anticipated to be approved in the same timeframe as the proposed action.

1.2 Project Site

The project site is located at 70 West 93rd Street (Manhattan Block 1206, Lot 1) in the Upper West Side of Manhattan in Community District 7. The project site is on a through-lot that has a frontage of approximately 201 feet on Columbus Avenue, encompassing the entire east side of the block between West 92nd and 93rd Streets (see EAS Figure 1). The site has a lot depth of 125 feet and a total lot area of 25,177 square feet. Most of the project site is zoned within a C1-9 district with a small portion located in an R7-2 district; however, the applicant understands that C1-9 district regulations have historically been applied to the entire site as per ZR Section 77-11 (Conditions for Application of Use Regulations to Entire Zoning Lot). The site contains a 30-story, 203-unit (rent-stabilized and market rate) residential building with two businesses on the ground floor (totaling approximately 1,350 gsf), and an 88-space below-grade public parking garage (see Figures 1.2-1 and 1.2-2). The project site has a built FAR of 8.46.

1.3 Project Site History

The current building was developed as part of the West Side Urban Renewal Plan (WSURP), which was enacted in 1962 and expired in 2002. An LSRD that covers the same area as the WSURP was adopted in 1963 to govern the development of properties within the WSURP area. The LSRD established various controls such as reallocating floor area permitted by the underlying zoning districts and allocating open space among sites within the LSRD. The property is designated in the expired WSURP (and the LSRD) as Site #21. Figure 1.3-1 shows the West Side Urban Renewal Area (WSURA) boundaries adopted by the former WSURP. While the WSURP expired in 2002, the LSRD controls continue to apply. In July 2008, the City Planning Commission adopted a text amendment of the ownership provision of the LSRD regulations. This text amendment, in ZR Section 78-06(b)(3),[1] allowed individual owners of the LSRD sites to seek modification of the LSRD controls in order to construct enlargements that utilize available commercial and community facility floor area in accordance with underlying zoning to create retail infill.

1.4 Proposed Action

The applicant is seeking to modify the LSRD for the WSURA in order to utilize available floor area for commercial use by enlarging the ground floor of the

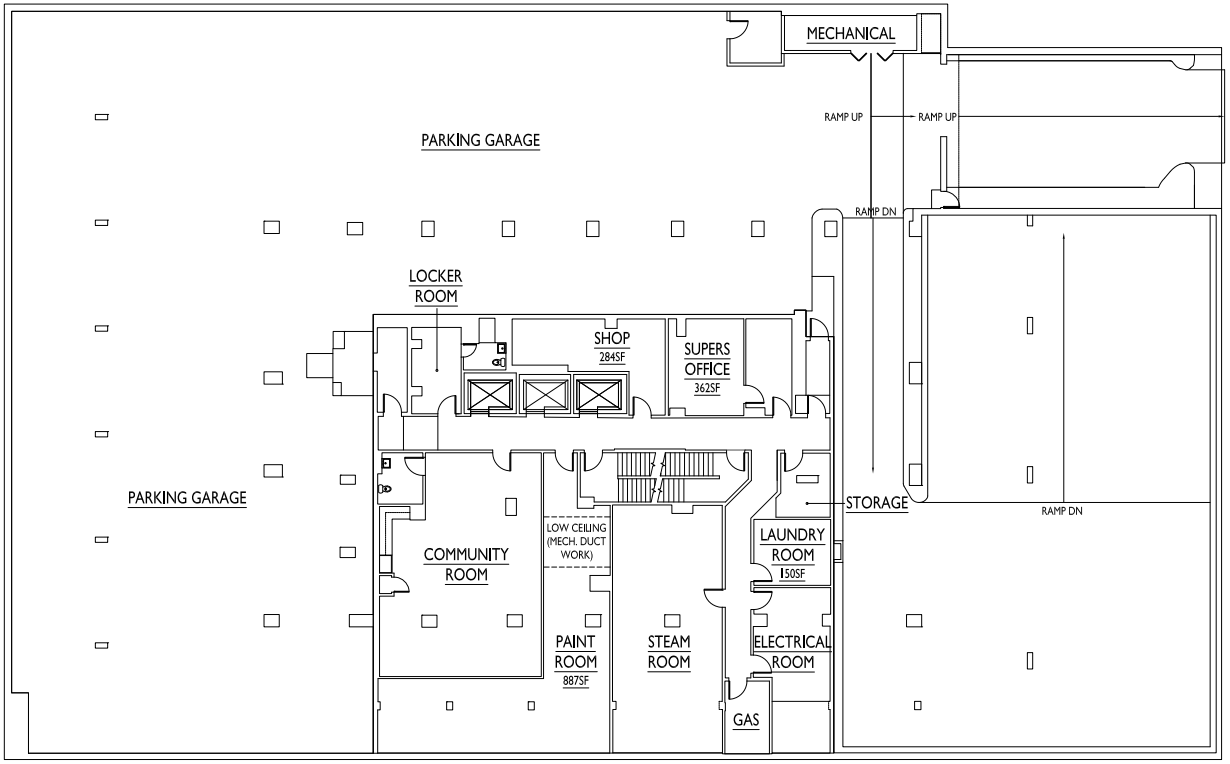
[1] New York City Zoning Resolution Section 78-06(b)(3) allows for construction of infill ground floor commercial uses, with the intention of activating the streetscape. See Appendix A for the Zoning Resolution excerpt.

Source: Beyer Blinder Belle Architects & Planners LLP

70 West 93rd Street
New York, New York 10025

Existing Ground Floor Site Plan

Figure
1.2-1



Source: Beyer Blinder Belle Architects & Planners LLP

70 West 93rd Street
New York, New York 10025

Existing Basement Plan

Figure
1.2-2

Date: 08.19.14

70 West 93rd Street
New York, New York 10025

Former West Side Urban Renewal Area (WSURA)

Figure 1.3-1

Project Site (West Side Urban Renewal Plan Development Site Number)
Former West Side Urban Renewal Area Boundary

Sources: 1. New York (City). Dept. of City Planning 2013. Manhattan MapPLUTO (Edition 13v2). New York City: NYC Department of City Planning.

building at 70 West 93rd Street by 14,730 gross square feet (gsf), pursuant to ZR Section 78-06(b)(3).

1.5 Proposed Project

The proposed action would allow for the enlargement of the ground floor of the existing building by 14,730 gsf. This would occur on the plaza space of the zoning lot between the street wall of the existing building and the street lines. The proposed enlargement would increase the amount of commercial floor area by 14,730 gsf (from 1,350 gsf) for a total commercial floor area of 16,080 gsf, and it would reconfigure but not increase the residential lobby space.

The proposed enlargement would extend the ground floor façade out to the street line on all three frontages, with some portions facing Columbus Avenue pulled back to preserve an existing row of street trees (see Figures 1.5-1, 1.5-2a and 1.5-2b). The roof of the new commercial ground floor would be landscaped into a roof garden for the building's tenants. It would also be sloped at strategic locations to allow for more generous floor-to-ceiling space for the new retail, as well as to increase the presence of greenery from the pedestrian perspective. The proposed enlargement would be limited to ground floor construction on a site that has already been fully developed as a paved plaza. Further, in order to provide access to the new open space to all residents of the building, one of the residential units on the second floor facing Columbus Avenue will be modified to create a corridor between the building's core and the roof garden. This would result in Unit A being modified from the existing one-bedroom layout to a studio unit (see Figure 1.5-3). According to the current plans the area of expansion would be directly above the footprint of the existing building's basement (see Figures 1.2-2 and 1.5-1). Therefore, minimal to no new ground disturbance is anticipated.

The primary residential entrance and lobby would be relocated to the side street (West 93rd Street) at the northeastern corner of the building, and the proposed ground floor enlargement would allow for the creation of several retail spaces of various sizes. Zoning Resolution Section 78-06(b)(3)(iii) requires that the Columbus Avenue frontage contains no fewer than three establishments, each with no more than 100 feet of frontage. Because the site plan approval will specify that the retail spaces fronting on Columbus Avenue will comply with Zoning Resolution Section 78-06(b)(3)(iii), while there is some flexibility in the size of each specific space inside the building, there cannot be one single large retail use built on the ground floor.

The building addition is being designed to accommodate small-scale local retail uses that fall within the Use Group 6 category of the Zoning Resolution. Specific

* Assumed for purpose of RWCDS analysis

Source: Beyer Blinder Belle Architects & Planners LLP

70 West 93rd Street
New York, New York 10025

Proposed Ground Floor Site Plan

Figure
1.5-1

North Elevation, (West 93rd Street).

West Elevation, (Columbus Avenue).

Source: Beyer Blinder Belle Architects & Planners LLP

70 West 93rd Street
New York, New York 10025

Proposed Ground Floor Elevation:
North and West Elevations

Figure
1.5-2a

South Elevation, (West 92nd Street).

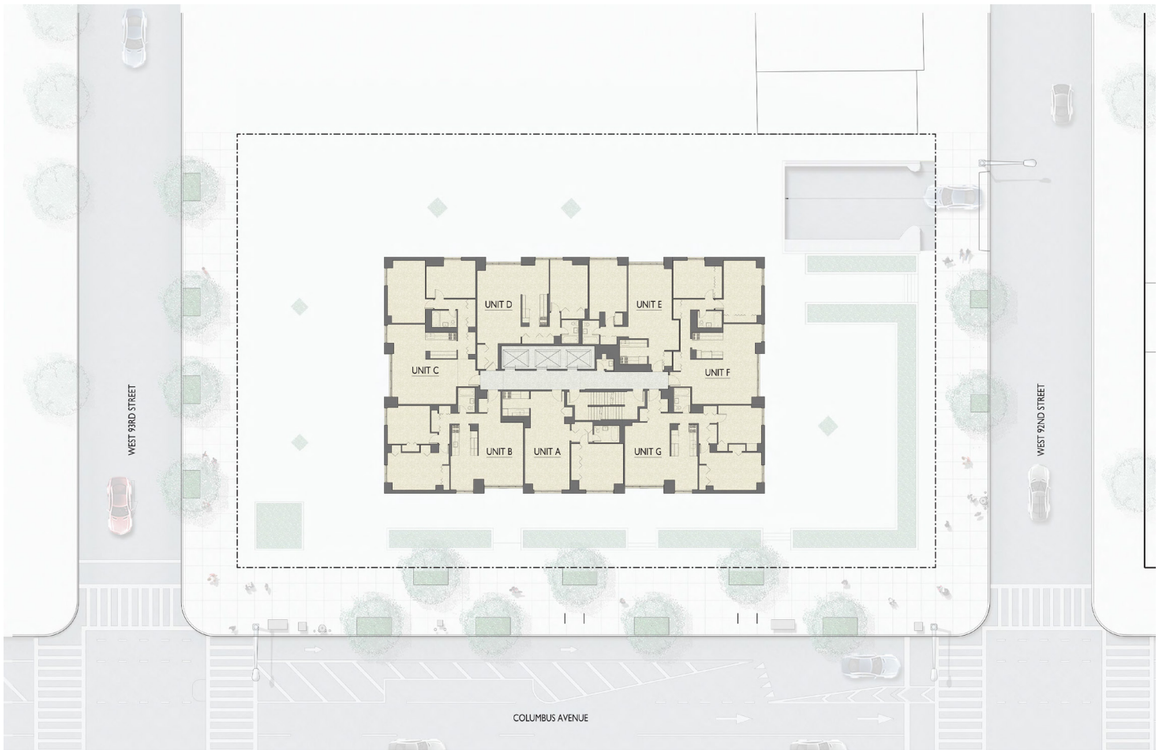
East Elevation

Source: Beyer Blinder Belle Architects & Planners LLP

70 West 93rd Street
New York, New York 10025

Proposed Ground Floor Elevation: South and East Elevations

Figure **1.5-2b**



EXISTING SECOND FLOOR PLAN

PROPOSED SECOND FLOOR PLAN

Source: Beyer Blinder Belle Architects & Planners LLP

70 West 93rd Street
New York, New York 10025

Existing and Proposed Second Floor Plan

Figure
1.5-3

tenants have not been identified yet; however, the underlying C1-9 zoning limits the types of potential retail uses to local clothing stores, coffee shops, dry cleaners, and similar uses catering to the daily needs of the immediate neighborhood[2].

To ensure a conservative analysis that covers the range of uses likely to be accommodated in the building, the reasonable worst-case development scenario (see Section 1.8 below) will assume that the spaces are tenanted with two restaurants totaling 9,117 gsf (labeled Retail 3 and Retail 5 in Figure 1.5-1), and up to three other small scale local retail uses assumed to be a clothing store, coffee shop, and phone store, totaling 6,963 gsf. As mentioned previously, while there is some flexibility as to the size of the stores inside the building, the number of retail entrances is governed by the site plan approval. This ensures that the proposed development program of multiple small-scale neighborhood stores is a reasonable worst-case for analysis purposes.

1.6 Project Purpose and Need

The applicant believes that the proposed action would create an improved street presence at the project site by activating street frontages currently occupied by underutilized open spaces finished with concrete. Grade changes on the project site make it difficult to create a more inviting open area and, as discussed further below, the project site is limited by the LSRD in the amount of retail space that can be provided.

The July 2008 text amendment to ZR Section 78-06 allowed individual owners of LSRD sites to apply for modification of the LSRD in order to enlarge existing developments to utilize the commercial and community facility floor area available under the underlying zoning regulations. The amendment facilitates applications for enlargements that address certain urban design issues that have resulted from the controls of the WSURP and the LSRD. Although the WSURP has expired, the LSRD continues to control the floor area limits and minimum open space requirements for the sites within the LSRD's boundaries. For many sites, the floor area allowed under the LSRD is less than what would be allowed by underlying zoning district regulations, particularly for commercial and community facility uses.

This has resulted in what the applicant believes to be a densely populated residential neighborhood with large amounts of private open space and relatively

[2] It is noted that Zoning Resolution Section 78-06(b)(3)(ii) includes provisions that any bank or loan office shall not occupy more than 25 feet of the wide street frontage, measured to a depth of 30 feet from the street line, though these provisions would not apply to banks or loan office existing prior to 2008.

little commercial space. The retail space that does exist is mostly set back from street lines and interspersed along Amsterdam and Columbus Avenues so that continuous retail frontages generally do not exist. In enacting the text amendment to ZR Section 78-06 (ULURP N050402 ZRM, N050403 ZAM) the City Planning Commission recognized that "applications for additional commercial or community facility uses along both Columbus and Amsterdam avenues within the LSRD would encourage the mix of uses commonly found along major avenues in the Upper West Side, provide more services for residents in the local community, and enhance the pedestrian experience."

The proposed action is needed because the LSRD allows a maximum of 5,500 gsf of commercial use at the project site, although 50,356 gsf of commercial use would be permitted under the C1-9 district. The building is set back approximately 20 feet from Columbus Avenue, 42 feet from West 93rd Street, and 55 feet from West 92nd Street. About half of the open space between the building and street lines is accessible to the public for circulation. Currently there are two businesses open on the ground floor of the building, with a total retail square footage of 1,350 square feet. These retail establishments include a valet laundry establishment and a leasing and brokerage office.

It is the applicant's belief that the building is the type of development within the LSRD that the text amendment intended to address (and it was identified as a potential development site in the *West Side Urban Renewal Area Text Amendment and Modification EAS* [CEQR No. 05DCP071M]). The proposed ground floor commercial infill would allow the building to contain several small retail establishments and would bring these retail spaces much closer to the street lines.

1.7 Analysis Year

The build year for the proposed action is 2017. This assumes the receipt of approvals in 2015 and total construction duration of 18 months.

1.8 Reasonable Worst-Case Development Scenario

A reasonable worst-case development scenario (RWCDS) for both "future No-Action" and "future With-Action" conditions are considered for a 2017 build year.

The future With-Action RWCDS identifies the amount and type of development that is expected to occur by 2017 as a result of the proposed action. The future No-Action RWCDS identifies development projections for 2017 absent the

proposed action. The incremental difference between the With-Action and No-Action RWCDS serves as the basis for the impact analyses.

The applicant is pursuing a modification to a LSRD associated with only one zoning lot - Manhattan Block 1206, Lot 1 (the project site); therefore, the project site is the only development site associated with the proposed action. However, as discussed later in Section 2.9, a separate "cumulative analysis" was also performed, pursuant to Section 78-06(b)(2) of the Zoning Resolution, to analyze the effects of the proposed action in combination with other modifications within the former WSURA that have been previously approved or are anticipated to be approved in the same timeframe as the proposed action.

1.8.1 No-Action

Absent the proposed action, the existing development on the project site is at the limit of what was permitted in the original LSRD (June 1963); therefore, as shown in Table 1-1, in the future absent the proposed zoning modification (the "No-Action Scenario") the project site would remain unchanged from existing conditions.

1.8.2 With-Action

The proposed zoning modification would only seek to modify the schedule of the LSRD that sets forth the permitted development of the project site. The authorization would specify a specific development proposal; therefore, the proposed project is the With-Action Reasonable Worst-Case Development Scenario (RWCDS). The proposed action would result in enlargement of the ground floor of the building at 70 West 93rd Street by 14,730 gsf, which will be the increment for analysis under the RWCDS (see Table 1-1). As noted above, to ensure a conservative analysis that covers the range of uses likely to be accommodated in the building, the RWCDS will assume that the spaces are tenanted with two restaurants totaling 9,117 gsf (labeled as Retail 3 and Retail 5 in Figure 1-5.1), and up to three other small scale local retail uses assumed to be a clothing store, coffee shop, and phone store, totaling 6,963 gsf.

1.8.3 Increment

In each of the technical areas in Section 2.0 of the Supplemental Analyses, the With-Action RWCDS is compared to the No-Action RWCDS. Table 1-1 summarizes the increments for analysis.

Table 1-1
RWCDS INCREMENT

Use	No-Action RWCDS	With-Action RWCDS	Increment
Residential	218,160 gsf (203 units)	218,160 gsf (203 units)	-
Commercial	1,350 gsf	16,080 gsf	14,730 gsf
Total GSF	*219,510 gsf*	*234,240 gsf*	*14,730 gsf*
Parking	88 spaces	88 spaces	-

*Increase in residential square footage is for ground floor lobby/amenity space. There would be no increase in the number of dwelling units.

2.0
Impact Analyses

2.1 Land Use, Zoning and Public Policy

2.1.1 Introduction

According to the *CEQR Technical Manual* (2014 edition), a preliminary assessment of existing and future land use and zoning should be provided for all projects that would affect land use or would change the zoning on a site. This information is often used for conducting environmental analysis in other technical areas, and helps provide a baseline for determining whether detailed analysis is warranted. Since the proposed action includes a modification to a Large Scale Residential Development (LSRD),which is a discretionary action that would affect land use and zoning, a preliminary land use and zoning assessment was performed.

Additionally, an assessment of public policy should accompany the land use and zoning assessment as well, according to the *2014 CEQR Technical Manual* guidelines. Therefore, a project located within areas governed by public policies controlling land use (e.g., Urban Renewal Plans, 197-A Plans, Waterfront Revitalization Program) has the potential to affect land use regulation and requires an assessment of public policy. Accordingly, because this project is located in the former West Side Urban Renewal Area (WSURA) this analysis includes a discussion of the West Side Urban Renewal Plan (WSURP).

2.1.2 Methodology

This preliminary analysis of land use, zoning, and public policy follows the guidelines set forth in the *2014 CEQR Technical Manual* for a preliminary assessment (Section 320). According to the Manual, a preliminary land use and zoning assessment includes a basic description of existing and future land uses and zoning information, and describes any changes in zoning that could cause changes in land use. It also characterizes the land use development trends in the area surrounding the project site that might be affected by the proposed actions, and determines whether the proposed project is compatible with those trends or may affect them.

In accordance with the Manual, this preliminary assessment includes a basic description of the proposed project that would be facilitated by the proposed actions in order to determine whether a more detailed assessment would be appropriate.

For public policy, the Manual stipulates that a preliminary assessment should identify and describe any public polices (formal plans, published reports) that pertain to the study area, and should determine whether the proposed project could alter or conflict with identified policies. If so, a detailed assessment could be conducted. Otherwise no further assessment is needed.

The following land use, zoning and public policy assessment follows this guidance and provides a description of existing conditions of the project site and surrounding area. This is followed by an assessment of the future without and with the proposed actions (No-Action and With-Action Conditions, respectively), and a determination that no further analysis is needed.

The land use study area is typically defined as the area within 400 feet of the project site which, for this project, is generally bounded by the north side of West 94th Street to the north, midblock between Columbus Avenue and Central Park West to the east, the south side of West 91st Street to the south, and midblock between Columbus and Amsterdam Avenues to the west. This is the area in which the proposed action would be most likely to have effects in terms of land use, zoning, or public policy.

2.1.3 Preliminary Assessment

Existing Conditions

Land Use

Project Site

The project site is located at 70 West 93rd Street on the east side of Columbus Avenue, encompassing the entire block between West 92nd and West 93rd Streets. (Block 1206, Lot 1). The site encompasses approximately 200 feet of frontage along Columbus Avenue and 125 feet of frontage on West 92nd and West 93rd Streets. It contains a 30-story apartment building with approximately 1,350 gross square feet (gsf) of local retail (dry cleaner and brokerage office), lobby space and other residential amenities on the ground floor, and is set back from the property line on all sides and surrounded by an open plaza. There is also an 88-space below-grade public parking garage in the cellar.

Study Area

The project site is located in the Upper West Side of Manhattan which is generally bounded by the Hudson River to the west, Central Park to the east, West 59th Street to the south, and West 96th Street to the north. The Upper West Side is characterized by a wide variety of land uses, especially between West 59th and West

72nd Streets where commercial (including office, retail and hotel), institutional, residential and mixed-use residential and commercial uses are all prevalent. North of West 72nd Street, the neighborhood becomes primarily residential in character with commercial uses generally concentrated along the north-south corridors of Broadway, Amsterdam and Columbus Avenues.

As depicted in EAS Figure 2, the study area immediately surrounding the project site is predominantly characterized by residential and institutional uses. Residential uses include a mix of multifamily walkup buildings multifamily elevator buildings, and mixed-use residential/commercial buildings. The commercial uses are typically street level retail located in mixed-use buildings along Columbus Avenue. Institutional uses in the study area are primarily schools (public and private).

The study area contains one public park - Sol Bloom Playground – which has both playground and recreational areas. This park is located between West 92nd and West 91st Streets, just east of Columbus Avenue.

Zoning and Public Policy

Project Site

As shown in EAS Figure 4, the project site is located partially in a C1-9 district and partially in an R7-2 district. It is also within the former WSURA. C1-9 districts are commercial districts typically mapped along major thoroughfares in medium- to high-density, predominantly residential areas of the City. Typical retail uses include small-scale grocery stores, dry cleaners and other neighborhood-oriented retail. Commercial uses are limited to a floor area ratio (FAR) of 2 and residential uses are governed by a specific residential district equivalent which, in the case of C1-9 zoning districts is R10, allows a residential FAR of up to 10, and the potential to increase to up to 12 FAR with an urban plaza or the Inclusionary Housing Program (IHB) bonus. The IHB provides a zoning bonus that allows increased floor area for residential developments in exchange for the provision of permanently affordable housing.

A narrow portion of the project site's zoning lot (along the western border) is zoned R7-2. These districts are medium-density apartment housing districts with FARs ranging from 0.87 to 3.44; however, the applicant understands that C1-9 district regulations have historically been applied to the entire site ZR Section 77-11 (Conditions for Application of Use Regulations to Entire Zoning Lot), since the area of the lot that falls within the R7-2 district is less than 25 feet wide and is less than 50 percent of the total lot area, the entire lot is subject to C1-9 regulations.

Other than zoning, the project site is governed by the LSRD adopted for the former WSURA. Even though the WSURA expired in 2002 after 40 years, the LSRD controls are still in place. According to the LSRD, development on the project site was

restricted to 210,000 square feet of residential space and 5,500 gross square feet of ground-floor commercial space, and a total FAR of 8.56.

Study Area

The entire study area is located within either a C1-9 district (along Columbus Avenue) or a R7-2 district (medium-density residential) with the exception of the two lots along the east side of Columbus Avenue between West 93rd and West 94th Streets which are zoned C2-8. The C2-8 zoning districts are considered local service districts and allows for more use groups (including Use Groups 7-9) than C1-9 districts. Otherwise, C2-8 zoning districts are similar to C1-9 districts

As is the case with the project site, the entire study area is located within the former WSURA and is governed by its LSRD plan.

Future Without the Proposed Action

Land Use

The existing development on the project site is at the limit of what was permitted in the original LSRD (June 1963); therefore, in the future absent the proposed modification (the "No-Action Scenario") the project site would remain unchanged from existing conditions. There are four projects within the study area (and the former WSURA) that have received similar LSRD modifications approvals or are expected to receive approval in the same general time frame as the proposed action. The name and location of these projects are as follows:

- Leader House - 100 Columbus Avenue (between West 93rd and West 92nd Streets)
- 600 Columbus - 600 Columbus Avenue (between West 90th and West 89th Streets)
- The Axton – 733 Amsterdam Avenue (between West 95th and West 94th Streets)
- The Heywood – 175 West 90th Street (Amsterdam Avenue between West 91st and West 90th Streets)

As described in detail in Section 2.9 (Cumulative Analysis), this will result in an increase in 45,992 gsf of community space and 22,545 gsf of local retail space in the study area (and the former WSURA) by the year 2017. Aside from these projects, there are no other development projects anticipated to be completed in the study area in the future without the proposed action.

Zoning and Public Policy

In the future without the proposed action, there are no known zoning or other public policy changes that are anticipated to affect the project site. Besides the modification noted in the Land Use section above, no zoning or public policy changes are anticipated to occur in the study area in the future without the proposed action.

Future With the Proposed Action

Land Use

The proposed action would allow for the enlargement of the ground floor of the existing building, resulting in an enlargement with a net increase of 14,730 gsf. This would occur on the open space on the zoning lot between the street wall of the existing building and the Columbus Avenue street line. The proposed enlargement would increase the overall amount of commercial floor area by 14,730 gsf from 1,350 gsf for a total of 16,080 gsf, and would reconfigure but not increase the residential lobby space.

The With-Action RWCDS would not introduce new land uses to the study area. The With-Action RWCDS would reflect and be compatible with the existing residential, and community facility land use patterns of the surrounding area. The use and size of the spaces proposed is typical to the use patterns in the area, as seen along Columbus Avenue on the blocks to the north and south of the project site which are characterized by small-scale commercial uses such as neighborhood retail, restaurants and community facilities. It is also consistent with the ground floor commercial expansion project that is under construction across the street from the project site at 100 Columbus Avenue (Leader House). Therefore, the proposed action would not adversely affect the land use character of the study area and would not result in significant adverse land use impacts.

Zoning and Public Policy

The applicant is seeking a modification of the LSRD for the WSURA, pursuant to ZR Section 78-06(b)(3), in order to utilize available floor area for commercial use. This would effectively allow the site to achieve additional build-out potential allowed by the project site's underlying zoning regulations.

The proposed modification would enable the proposed net increase of 14,730 gsf of commercial space (above the existing 1,350 gsf) and reconfiguration of residential lobby space in an enlarged ground floor of the exiting building. This development would be well within the maximum amount allowed under existing underlying C1-9 zoning (which allows up to 50,356 zoning square feet on the site). It would

increase the building's FAR from 8.56 to approximately 9.3 which is less than the maximum allowed by the underlying zoning (10 FAR).

The proposed action would only apply to the project site and would not affect any other sites in the study area. The development that would result from the proposed action - an enlargement of ground floor commercial space – is consistent with the surrounding land use patterns and recent development trends (see Cumulative Analysis in Section 2.9).

The proposed action would not involve any new policy actions and since the WSURP expired in 2002 (the LSRD controls remain) and there are no other policies pertaining to the area, and since the project enabled by the proposed action would be consistent with the underlying zoning regulations, the proposed project would not result in significant adverse impacts on zoning or public policy.

2.1.4 Conclusion

As described above, the proposed action would allow the project site to redevelop to a larger portion of its build-out potential per underlying zoning regulations. As a result, development on the project site under the proposed LSRD modification - the With-Action RWCDS - would be consistent with the development patterns of the surrounding area as compared to existing and No-Action conditions. Accordingly, the proposed action would result in changes that would be compatible with, and supportive of, current land use trends, zoning, and public policy. Therefore, the proposed action would not result in any significant adverse impacts to land use, zoning or public policy.

2.2 Urban Design and Visual Resources

2.2.1 Introduction

Urban design is the totality of components that may affect a pedestrian's experience of public space. To determine if a proposed action has the potential to change the pedestrian experience, an urban design assessment under CEQR guidelines focuses on the components of a proposed action that may have the potential to alter the arrangement, appearance, and functionality of the built environment from the pedestrian's perspective. In accordance with the *2014 CEQR Technical Manual*, a preliminary assessment of urban design is appropriate when there is the potential for a pedestrian to observe, from the street level, a physical alteration beyond that allowed by existing zoning. Since the proposed modification would enlarge the ground floor of the building on the project site, the proposed action meets this threshold.

A visual resource is the connection from the public realm to significant natural or built features, including views of the waterfront, public parks, landmark structures or districts, otherwise distinct buildings or groups of buildings, or natural resources. There are no natural or cultural visual resources on the project site or within the 400-foot study area. Therefore, no further analysis is warranted and the proposed action would not result in any significant adverse impacts to visual resources.

2.2.2 Methodology

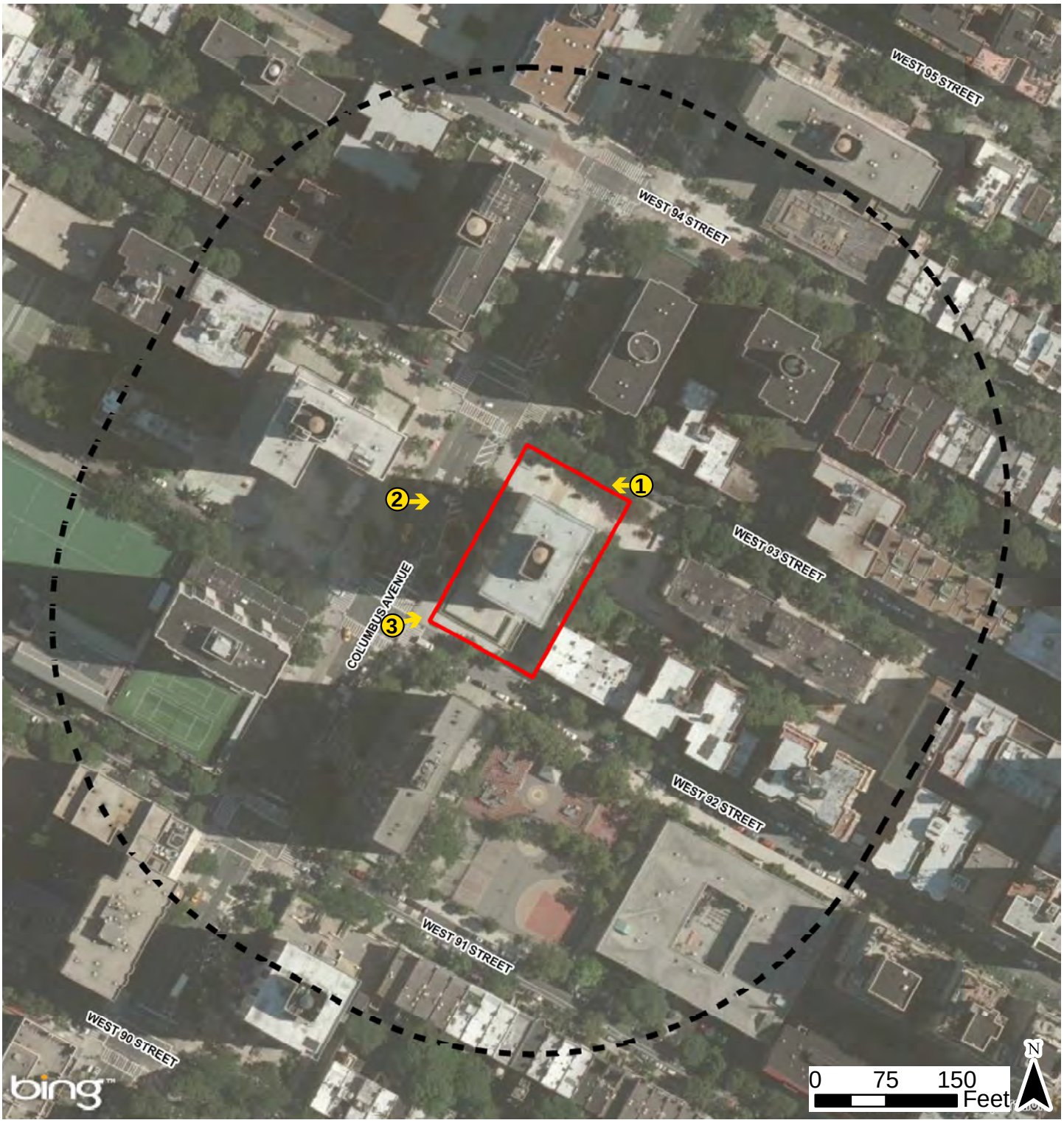
Per *2014 CEQR Technical Manual* guidelines, the following preliminary urban design assessment considers a 400-foot radius study area where the proposed action would be most likely to influence the built environment. As stipulated in the Manual, since the purpose of the preliminary assessment is to determine whether any physical changes proposed by the project would significantly impact elements of urban design, the following information, if known, is included in a preliminary assessment:

- A concise narrative of the existing project area, and conditions under the future No-Action and With-Action conditions;
- An aerial photograph of the study area and ground-level photographs of the site area with immediate context;
- Zoning and floor area calculations of the existing and future With-Action conditions;
- Lot and tower coverage, and building heights; and
- A three-dimensional representation of the future With-Action and No-Action (if relevant) condition streetscape.

If the preliminary assessment determines that a change to the pedestrian experience is minimal and unlikely to disturb the vitality, walkability or the visual character of the area, then no further assessment is necessary. However, if it shows that changes to the pedestrian environment are significant enough to require greater explanation and further study, then a detailed analysis may be appropriate.

The following preliminary urban design assessment follows these guidelines and provides a characterization of existing conditions followed by a description of urban design under future No-Action and With-Action conditions, and an analysis determining the extent to which physical changes resulting from the proposed action would alter the pedestrian experience.

As mentioned, the urban design and visual resources study area typically covers a 400-foot radius area from the project site. As shown in Figure 2.2-1, the study area boundary for this assessment generally coincides with the north side of West 94th Street to the north, midblock between Columbus Avenue and Central Park West to the east, the south side of West 91st Street to the south, and midblock between Columbus and Amsterdam Avenues to the west.



70 West 93rd Street
New York, New York 10025

Photograph Key

Figure
2.2-1

Project Site
400-Foot Radius
Photo View Direction and Reference

Source: 1.New York (City). Dept. of City Planning 2013. Manhattan MapPLUTO (Edition 13v1). New York City: NYC Department of City Planning.
2.New York (City). Dept. of City Planning 2013. LION (Edition 13C). New York City: NYC Department of City Planning.

2.2.3 Preliminary Assessment

Existing Conditions

The project site is located at 70 West 93rd Street (Manhattan Block 1206, Lot 1) in the Upper West Side of Manhattan (see Figure 2.2-1). The lot has a frontage of approximately 201 feet on Columbus Avenue, encompassing the entire east side of the block between West 92nd and West 93rd Streets. The site has a lot depth of 125 feet and a total lot area of 25,178 square feet. The project site contains a 30-story, 203-unit residential building with a dry cleaner and a real estate office on the ground floor, and an 88-space below-grade public parking garage.

The building on the project site is set back from the street on all sides and is surrounded by a concrete plaza. It is set back approximately 20 feet from Columbus Avenue, 42 feet from West 93rd Street, and 55 feet from West 92nd Street. The building has a brick façade with columns of balconies on all sides. Currently there are two businesses open on the ground floor that primarily serve the residents of the building, and only one - a valet laundry establishment - is accessible from the street. The other business (a real estate management office) is only accessible from the interior of the building. The exterior of the ground floor of the building is a combination of glass and concrete. There is a curb-cut in the sidewalk on West 92nd Street at the southeast corner of the site that provides vehicular access to the below-grade parking garage. It is the only building on the east side of Columbus Avenue between West 93rd and West 92nd Streets, and is much larger in height and scale than the adjacent buildings on its West 92nd and West 93rd Street sides (which are in a different zoning district). The building does not abut any other buildings.

Columbus Avenue is a wide one-way southbound street with three travel lanes and parking on both sides of the street. There is a protected bike lane between the east curb and the easternmost lane (a parking/loading lane). The sidewalks on both sides of the block are wide and have street trees. Along the project site, there is a short concrete wall with planters and a railing along the length of the building and along its southern plaza, separating this portion of the project site from the sidewalk and forming a street wall at the street line (see Figure 2.2-1a). The wall is open for pedestrian access at two locations along the building frontage. The north plaza, which is at-grade along its Columbus Avenue edge, is differentiated from the sidewalk by pavers which delineate the street line.

West 92nd and West 93rd Streets are one-way residential streets with one travel lane and parking on both sides of the street. Both streets are tree-lined and have mostly low- to medium-rise residential and institutional buildings, except for the buildings that front on Columbus Avenue which are similar high-rise residential buildings with ground-floor commercial/community space. On West 93rd Street, the project site's north plaza is slightly elevated (on an incline that increases going east from

Photograph 1

View from West 93rd Street

Photograph 2

View from Columbus Avenue

Photos taken on 08/11/2014

70 West 93rd Street
New York, New York 10025

Views of Project Site and Study Area

Figure
2.2-1a

Columbus Avenue) and is separated from the sidewalk by a step or a railing (see Figure 2.2-1a). This creates a continuous demarcation along the West 93rd Street side of the property. The sidewalk along the south side of West 93rd Street is wide. West 92nd Street has a concrete wall (the same as along Columbus Avenue) separating the south plaza (which is elevated above street level) from the sidewalk, and ends at the parking garage driveway which is east of the south plaza (see Figure 2.2-1b). The entrance to the parking garage has a steep declining driveway that starts at the property line and extends approximately 40 feet to the garage entrance which is below-grade.

The general trend in the study area is that Columbus Avenue is lined with post-war era (1960s and 1970s construction) high-rise residential and mixed-use residential/commercial buildings with retail, office and community facility uses on the ground floor. As a result of the LSRD regulations established for the former WSURA, these buildings are typically in the form of towers that are set back from the street line on multiple sides, and either have ground floors with larger footprints or have open plazas. The east-west cross streets (West 94th, West 93rd, West 92nd, and West 91st Streets) typically have pre-war era residential buildings consisting of multifamily elevator buildings and single and multifamily townhouses and walkups. There are also institutional/public facility and park uses along the side streets.

Future Without the Proposed Action

As described in Section 1.8.1, under the No-Action RWCDS, the project site would remain unchanged from existing conditions. As described above in Section 2.1, one known project is anticipated to be developed in the study area in the future without the proposed action. The approved project at 100 Columbus Avenue/Leader House (CEQR# 05DCP0071M), located directly across Columbus Avenue from the project site, is currently undergoing construction of an enlargement to the ground floor and second floor which will create 36,740 gsf of new retail space and 11,272 gsf of new community facility space. Similar to the proposed project, this expansion is occurring on what was formerly an open plaza.

Future With the Proposed Action

The proposed action would allow for the utilization of additional commercial floor area available under the underlying C1-9 zoning regulations. This would result in a With-Action RWCDS consisting of expanding the ground floor from the existing building line out to the street line on all three frontages, and would include the addition of 14,730 gsf of retail space and the reconfiguration of residential lobby and ground floor amenity space. The enlargement would fill in the empty space between the existing building and the street line and would replace it with up to five commercial spaces. There would be four retail entrances along Columbus Avenue, and the residential lobby would remain on West 93rd Street but would be moved

Photograph 3

View from West 92nd Street

Photos taken on 08/11/2014

70 West 93rd Street
New York, New York 10025

Views of Project Site and Study Area

Figure
2.2-1b

further east. The roof of the enlargement would be landscaped with a roof garden for the building's tenants and would be sloped at strategic locations to enhance the retail and lobby spaces with generous interior floor-to-ceiling heights. Aside from the ground floor and its rooftop, the building would remain unchanged from existing conditions. Figures 2.2-2a to 2.2-2c show a comparison of the streetscape for No-Action (same as existing) and With-Action conditions.

2.2.4 Analysis

The proposed ground floor expansion would create commercial infill and street walls along the west side of Columbus Avenue, the north side of West 92nd Street and the south side of West 93rd Street. It would allow the building to contain several small retail establishments that would activate the public space along Columbus Avenue by bringing these retail spaces much closer to the street lines as compared to the No-Action condition. Additionally, the sloped roof will increase the presence of greenery from the pedestrian perspective and create a dynamic visual appearance at the street line.

The scale of the proposed enlargement would be in line with the surrounding neighborhood as several of the buildings along Columbus Avenue in the former WSURA have ground floors that extend to the street line around towers that are set further back. Both sides of Columbus Avenue one block to the north (between West 93rd and West 94th Streets) have street-level retail uses along the street line and the building across the street from the project site (100 Columbus Avenue) is currently constructing a similar infill project to expand the ground floor and bring ground floor commercial and community facility uses out to the street line. Also, as discussed in the Cumulative Analysis (see Section 2.9), there are several other sites within the former WSURA that are undergoing similar ground floor commercial infill projects.

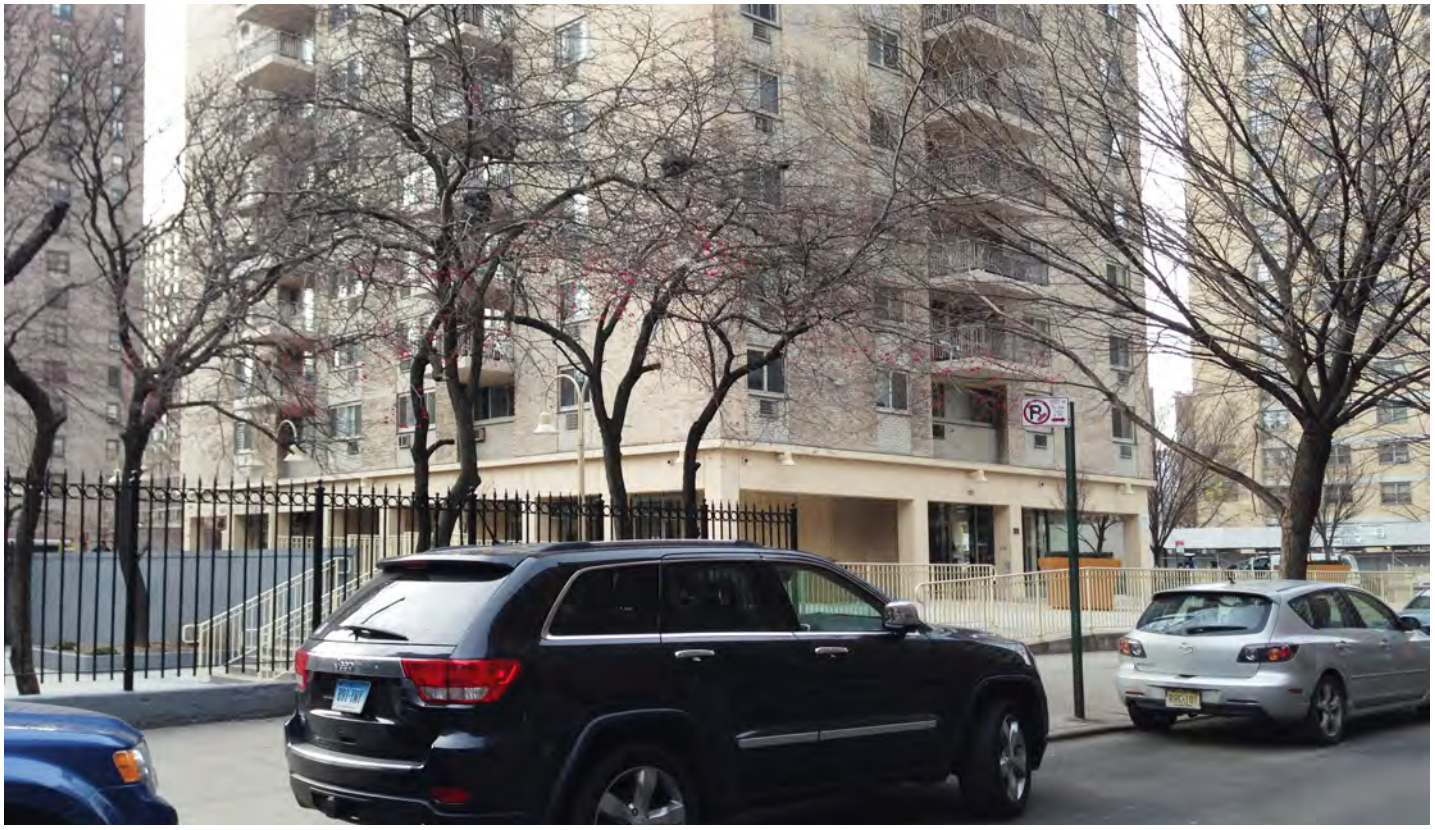
The proposed action would result in building uses—residential and community facility—that are currently located throughout the study area. The proposed action would also result in development that would be consistent with the prevailing building size, form, height, bulk, street wall character, and scale of the study area. The contextual setting that would result from the proposed action would not effectively alter that of the existing urban fabric. The With-Action building would not adversely alter an entrenched, consistent urban context, obstruct a natural or built visual corridor or be inconsistent with the existing character and building forms typically seen in the area. The proposed action would not alter block forms, and would maintain continuity in the street wall. In addition, the With-Action RWCDS would be more consistent with the neighborhood context than under existing conditions.

Source: Beyer Blinder Belle Architects & Planners LLP

70 West 93rd Street
New York, New York 10025

Columbus Avenue Streetscape: No-Action Condition vs With-Action Condition

Figure
2.2-2a

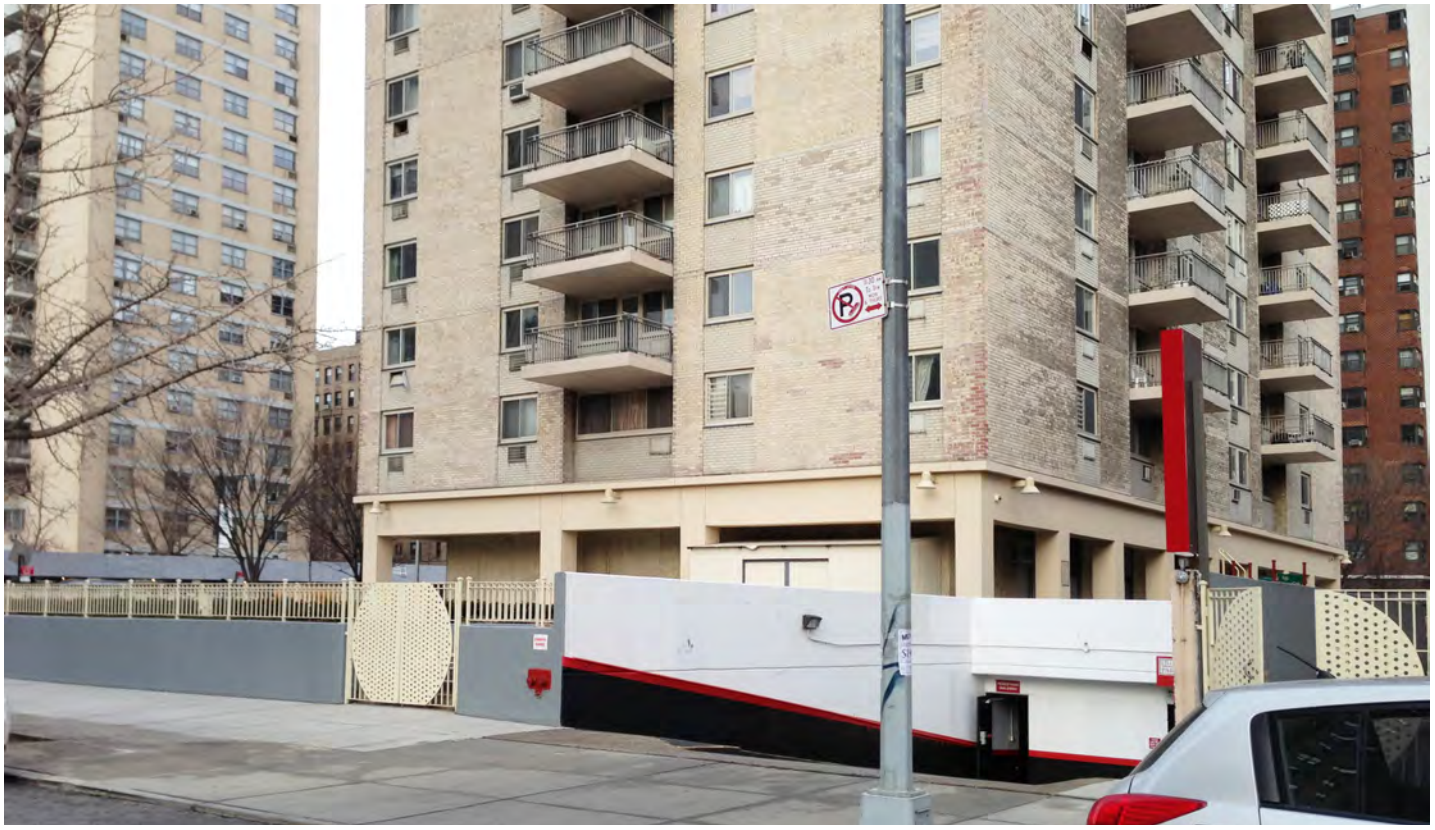


Source: Beyer Blinder Belle Architects & Planners LLP

70 West 93rd Street
New York, New York 10025

West 93rd Street Streescape: No-Action Condition vs With-Action Condition

Figure
2.2-2b



Source: Beyer Blinder Belle Architects & Planners LLP

70 West 93rd Street
New York, New York 10025

West 92nd Street Streescape: No-Action Condition vs With-Action Condition

Figure
2.2-2c

2.2.5 Conclusion

Overall, it is the applicant's opinion that the With-Action RWCDS would improve the vitality and walkability, and overall pedestrian experience, around the project site as compared to the No-Action condition. The proposed project would be in line with the surrounding neighborhood context and the recent commercial infill trend along Columbus Avenue within the WSURA. Consequently, the proposed action would not have a significant adverse impact on urban design and therefore no further analysis is necessary.

2.3 Historic and Cultural Resources

In accordance with the *2014 CEQR Technical Manual* guidelines, the project site and surrounding area were reviewed to determine whether any historic or cultural resources are present. Historic resources includes all officially recognized architectural resources. These resources ("known architectural resources") are defined as National Historic Landmarks (NHLs); properties or districts listed on the S/NR, or previously determined to be eligible for such listing; NYCLs and New York City Landmark Historic Districts (NYCHDs); and properties that have been considered for designation ("heard") by LPC at a public hearing, calendared for consideration at such a hearing ("pending NYCLs"), or found by LPC to appear eligible for designation. Historic resources include both architectural and archaeological resources. Archaeological resources are physical remains, usually subsurface, of prehistoric and historic periods such as burials, foundations, artifacts, wells and privies.

Based on a survey of the surrounding area's resources, the project site and immediately surrounding area do not contain any historic or cultural architectural resources. Additionally, the proposed enlargement of the building would result in a building expansion onto an area that has already been previously disturbed through the original building's construction in 1970 (and is anticipated to be directly above the existing basement at the site), and consequently minimal to no new ground disturbance is anticipated. Therefore, there would be no potential for the proposed action to result in significant adverse impacts related to archeological or architectural resources and no further analysis is warranted.

2.4 Hazardous Materials

A hazardous material is any substance that poses a threat to human health or the environment. Substances that can be of concern include, but are not limited to,

heavy metals, volatile and semi-volatile organic compounds, methane, polychlorinated biphenyls and hazardous wastes (defined as substances that are chemically reactive, ignitable, corrosive or toxic). According to the *2014 CEQR Technical Manual*, the potential for significant impacts from hazardous materials can occur when: a) hazardous materials exist on a site and b) an action would increase pathways to their exposure; or c) an action would introduce new activities or processes using hazardous materials.

Minimal to no new ground disturbance is anticipated based on the enlargement's design, however additional information is provided in this section to further explain the "no" answers to Question 9 in the EAS Short Form and confirm that a hazardous materials assessment is not warranted.

The proposed enlargement would be limited to ground floor construction on a site that has been fully developed as a plaza area, and according to the current plans the area of expansion would be directly above the footprint of the existing building's basement. Therefore, minimal to no ground disturbance is anticipated. Additionally, the proposed action would permit the construction and expansion of retail space in an area that has historically been a predominately residential neighborhood, and is surrounded by residential uses. Nothing about the proposed action is anticipated to increase the potential for exposure to hazardous materials, therefore the action would not result in the potential for significant adverse impacts and no additional analysis is needed.

2.5 Air Quality

Under CEQR, an air quality analysis determines whether a proposed project would result in stationary or mobile sources of pollutant emissions that could have a significant adverse impact on ambient air quality, and also considers the potential of existing sources of air pollution to impact the proposed uses. As noted by the "yes" answer to the EAS Short Form, Question 14(b), the project results in a condition outlined in Section 220 of the *CEQR Technical Manual's* Air Quality section that warrants additional discussion – specifically that the enlargement would use fossil fuels (i.e., fuel oil or natural gas) for the heating/hot water, ventilation, and air conditioning (HVAC) system. This section provides an additional explanation about the planned HVAC system and describes why further analysis is not warranted.

Currently, the enlargement's heating and cooling is planned to be provided through connecting to the adjacent building's HVAC system, at 50 W. 93rd Street. The adjacent building's boiler system currently provides heating to the existing building at 70 W. 93rd Street, and vents out through the top of the tower roof at 50 W. 93rd Street, which is located over 100 feet away from the building at 70 W. 93rd Street.

The amount of new floor space to be heated and cooled would be insignificant in the context of the existing system, and would result in negligible changes to emissions.

The building at 70 W. 93rd Street currently contains 218,160 gsf, and 50 W. 93rd Street contains 138,000 gsf, for a total of 356,160 gsf between the two buildings combined. The proposed modification would allow a total of 14,730 gsf of new floor area, or an increase of approximately 4% of the two building's total floor area. Since the new space would be served by the existing adjacent building's boiler system which vents out of the roof of the building, such a small increase would have a negligible effect. No additional expansion of the boiler will be needed, and no new permit from DEP will be warranted to increase the boiler's capacity. Additionally, there will be no venting stacks related to the heating system associated with the new expansion area.

Separate from the heating system which is connecting through the existing boiler at 50 W. 93rd Street, each new retail space at 70 West 93rd Street will have its own dedicated air-cooled air conditioning equipment, which will be fueled by electricity or steam from the adjacent building. The AC equipment will be contained completely within the tenant space. A new louver band at the top of each store front will be installed for each tenant to connect into. The louvers for each tenant will be used for condenser air intake and discharge plus ventilation intake. The five new retail spaces that will have the individual air conditioning systems, range from approximately 1,700 gsf to 6,540 gsf in size.

Therefore, no significant adverse impacts related to air quality would occur and no further analysis is needed.

2.6 Noise

In terms of noise, the purpose of an assessment under CEQR is to determine the effects of existing ambient noise levels on new sensitive uses introduced by the proposed project. According to the *CEQR Technical Manual* (2014 edition), a noise analysis is appropriate if an action would introduce new sensitive receptors near highly trafficked thoroughfares or in areas with high ambient noise levels. As previously discussed, the proposed project would introduce retail / restaurant uses at the project site.

The following analysis was performed to evaluate the existing sound levels in the vicinity of the project site to determine if existing noise sources would have an impact on the proposed project.

2.6.1 Noise Background

Noise is defined as unwanted or excessive sound. Sound becomes unwanted when it interferes with normal activities such as sleep, work, or recreation. How people perceive sound depends on several measurable physical characteristics. These factors include:

- Intensity - Sound intensity is often equated to loudness.
- Frequency - Sounds are comprised of acoustic energy distributed over a variety of frequencies. Acoustic frequencies, commonly referred to as tone or pitch, are typically measured in Hertz. Pure tones have all their energy concentrated in a narrow frequency range.

Sound levels are most often measured on a logarithmic scale of decibels (dB). The decibel scale compresses the audible acoustic pressure levels which can vary from the threshold of hearing (0 dB) to the threshold of pain (120 dB). Because sound levels are measured in dB, the addition of two sound levels is not linear. Adding two equal sound levels creates a 3 dB increase in the overall level. Research indicates the following general relationships between sound level and human perception:

- A 3 dB increase is a doubling of acoustic energy and is the threshold of perceptibility to the average person.
- A 10 dB increase is a tenfold increase in acoustic energy but is perceived as a doubling in loudness to the average person.

The human ear does not perceive sound levels from each frequency as equally loud. To compensate for this phenomenon in perception, a frequency filter known as A-weighted [dB(A)] is used to evaluate environmental noise levels. Table 2.6-1 presents a list of common outdoor and indoor sound levels

Table 2.6-1
INDOOR AND OUTDOOR SOUND LEVELS

Outdoor Sound Levels	Sound Pressure μPa		Sound Level dB(A)	Indoor Sound Levels
	6,324,555	-	110	Rock Band at 5 m
Jet Over-Flight at 300 m		-	105	
	2,000,000	-	100	Inside New York Subway Train
Gas Lawn Mower at 1 m		-	95	
	632,456	-	90	Food Blender at 1 m
Diesel Truck at 15 m		-	85	
Noisy Urban Area—Daytime	200,000	-	80	Garbage Disposal at 1 m
		-	75	Shouting at 1 m
Gas Lawn Mower at 30 m	63,246	-	70	Vacuum Cleaner at 3 m
Suburban Commercial Area		-	65	Normal Speech at 1 m
	20,000	-	60	

Quiet Urban Area—Daytime		-	55	Quiet Conversation at 1 m
	6,325	-	50	Dishwasher Next Room
Quiet Urban Area—Nighttime		-	45	
	2,000	-	40	Empty Theater or Library
Quiet Suburb—Nighttime		-	35	
	632	-	30	Quiet Bedroom at Night
Quiet Rural Area—Nighttime		-	25	Empty Concert Hall
Rustling Leaves	200	-	20	
		-	15	Broadcast and Recording Studios
	63	-	10	
		-	5	
Reference Pressure Level	20	-	0	Threshold of Hearing

μPA MicroPascals describe pressure. The pressure level is what sound level monitors measure.
dB(A) A-weighted decibels describe pressure logarithmically with respect to 20 μPa (the reference pressure level).
Source: Highway Noise Fundamentals, Federal Highway Administration, September 1980.

A variety of sound level indicators can be used for environmental noise analysis. These indicators describe the variations in intensity and temporal pattern of the sound levels. The following is a list of other sound level descriptors:

- L_{10} is the sound level which is exceeded for 10 percent of the time during the time period. The unit is used in the *CEQR Technical Manual* in evaluating thresholds for noise exposure.
- L_{eq} is the A-weighted sound level, which averages the background sound levels with short-term transient sound levels and provides a uniform method for comparing sound levels that vary over time.

2.6.2 Sensitive Receptor Assessment

For developments introducing new sensitive receptors in areas that potentially have high ambient noise levels, due to being located along a major street or thoroughfare, as with the proposed project, the *CEQR Technical Manual* requires an evaluation of existing ambient sound levels from surrounding sources on the proposed project. The *CEQR Technical Manual* noise exposure guidelines to determine acceptability is shown in Table 2.6-2.

Table 2.6-2
NOISE EXPOSURE GUIDELINES FOR USE IN CITY ENVIRONMENTAL IMPACT REVIEW

Receptor Type	Time Period	Acceptable External Exposure	Marginally Acceptable External Exposure	Marginally Unacceptable External Exposure	Clearly Unacceptable External Exposure
Commercial or office	7 AM to 10 PM	$L_{10} \leq 65$ dB(A)	$65 \leq L_{10} \leq 70$ dB(A)	$70 \leq L_{10} \leq 80$ dB(A)	$L_{10} > 80$ dB(A)
	10 PM to 7 AM	$L_{10} \leq 55$ dB(A)	$55 \leq L_{10} \leq 70$ dB(A)	$70 \leq L_{10} \leq 80$ dB(A)	$L_{10} > 80$ dB(A)

Source: Table 19-2, *CEQR Technical Manual*, March 2014.

Existing Sound Levels

A noise monitoring program was conducted on March 11, 2015 to determine the existing exterior sound levels during the morning peak hour (8:00 AM – 9:00 AM), midday peak hour (12:00 PM – 1:00 PM), and evening peak hour (5:00 PM – 6:00 PM). Measurements were conducted using a Type I noise meter (Larson Davis 831 and Larson Davis LXT) and followed the procedures outlined in the *CEQR Technical Manual*. A noise monitoring protocol was developed in collaboration with the Department of City Planning (DCP). As such, noise measurements were collected for a duration of 20 minutes at each of the four (4) ground level locations along the project block—at the project site frontage along West 92nd Street, West 93rd Street, Columbus Avenue, and along the east property line of the project site. The locations of the noise measurements are shown in Figure 2.6-1. The measurements represent exterior sound levels at the project's property line. The measured sound levels were predominantly vehicular traffic noise along the local roadways. The measured sound level data are summarized in Table 2.6-3.

Table 2.6-3
MEASURED SOUND LEVELS, dB(A)

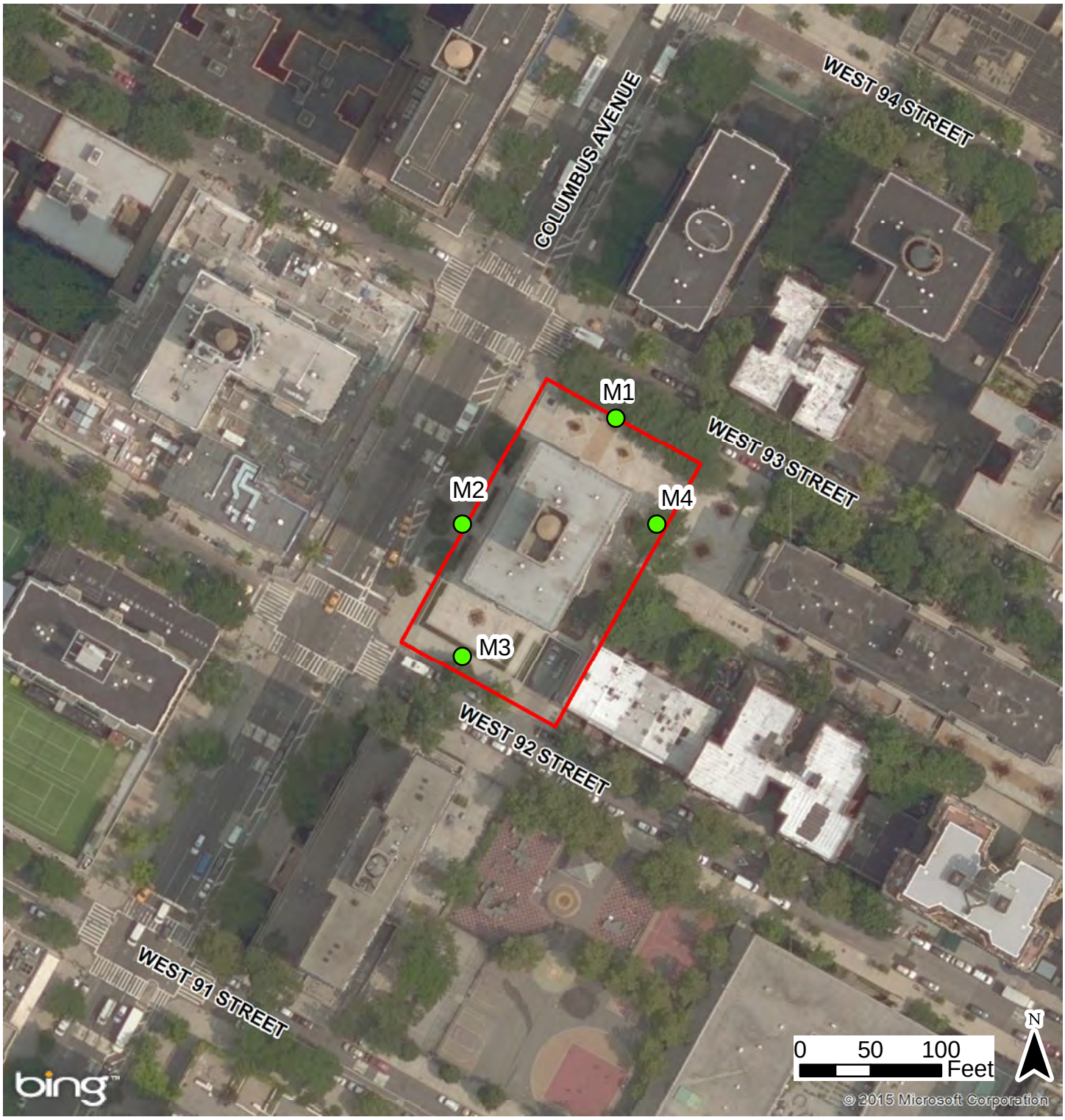
Monitoring Location	Time	L_{eq}	L_{min}	L_{max}	L_1	L_{10}	L_{50}	L_{90}
West 93rd Street (M1)	Morning	65.3	56.5	79.7	73.4	68.3	63.3	59.0
	Midday	63.8	54.3	84.2	71.8	66.1	60.7	57.0
	Evening	62.5	55.5	77.0	69.2	65.2	60.9	57.6
Columbus Avenue (M2)	Morning	67.8	58.0	82.9	74.7	71.0	66.1	61.1
	Midday	65.7	55.1	78.6	75.3	68.9	63.1	58.6
	Evening	67.0	61.6	79.8	74.4	69.1	65.8	62.7
West 92nd Street (M3)	Morning	66.2	57.6	77.9	75.6	68.7	64.0	60.4
	Midday	64.0	55.0	76.5	71.2	66.3	62.8	59.6
	Evening	69.6	66.6	83.5	77.1	70.3	68.8	68.0
East property line (M4)	Morning	61.6	53.8	76.0	68.8	64.7	59.9	56.0
	Midday	60.9	53.4	81.0	68.2	62.9	58.7	56.0
	Evening	62.3	54.5	83.2	70.3	64.8	59.6	56.6

1 Measurements were conducted for a duration of 20 minutes

Source: VHB

Compliance Determination

The *CEQR Technical Manual* provides varying sound level limits in assessing the level of acceptability from existing noise exposure, as shown in the guidelines presented in



70 West 93rd Street
New York, New York 10025

Noise Monitor Location

Figure 2.6-1

Subject Property

Noise Monitor Location

Sources:
1. New York (City). Dept. of City Planning 2013. Manhattan MapPLUTO (Edition 13v2). New York City: NYC Department of City Planning.
2. New York (City). Dept. of City Planning 2015. LION (Edition 15A). New York City: NYC Department of City Planning.

Table 2.6-2 above. Based on these sound level limits, the noise assessment determined the level of acceptability for each side of the project site. Table 2.6-4 summarizes the L_{10} sound level and the corresponding acceptability level for each side of the project site.

Table 2.6-4
SOUND LEVEL ACCEPTABILITY, dB(A)

Monitoring Location	Time	L_{10} Sound Level	Daytime Exterior Exposure Level
West 93rd Street (M1)	Morning	68.3	Marginally Acceptable
	Midday	66.1	Marginally Acceptable
	Evening	65.2	Marginally Acceptable
Columbus Avenue (M2)	Morning	71.0	Marginally Unacceptable
	Midday	68.9	Marginally Acceptable
	Evening	69.1	Marginally Acceptable
West 92nd Street (M3)	Morning	68.7	Marginally Acceptable
	Midday	66.3	Marginally Acceptable
	Evening	70.3	Marginally Unacceptable
East property line (M4)	Morning	64.7	Acceptable
	Midday	62.9	Acceptable
	Evening	64.8	Acceptable

Source: VHB

The measured L_{10} sound levels would range from approximately 65 dB(A) to 63 dB(A) along the east property line of the project site and from 68 dB(A) to 65 dB(A) along West 93rd Street. These measurements are considered acceptable and marginally acceptable, respectively. The measured L_{10} sound levels would range from approximately 70 dB(A) to 66 dB(A) along West 92nd Street and from 71 dB(A) to 69 dB(A) along Columbus Avenue, the upper range of the measurements are considered marginally unacceptable.

2.6.3 Noise Attenuation Measure

The *CEQR Technical Manual* requires noise attenuation to achieve acceptable interior sound levels if existing exterior sound levels are determined unacceptable. As shown in Table 2.6-5, the required level of attenuation varies based on the measured external sound levels.

The project site's west (Columbus Avenue) and south (West 92nd Street) frontages would experience L_{10} values of up to 71 dB(A),. A project experiencing these external sound levels would be required to provide a noise attenuation of 23 dB(A) (for retail/restaurant uses only. This is 5 db(A) less than the required attenuation shown in Table 2.6-5, as noted in footnote "A," above).

Table 2.6-5
Required Attenuation Values

	Marginally Unacceptable				Clearly Unacceptable
Noise level with	$70 < L_{10} < 73$	$73 < L_{10} < 76$	$76 < L_{10} < 78$	$78 < L_{10} < 80$	$80 < L_{10}$

proposed project					
Attenuation[A]	(I) 28 dB(A)	(II) 31 dB(A)	(III) 33 dB(A)	(IV) 35 dB(A)	36 + (L_{10} – 80)[B] dB(A)

Source: Table 19-3, *CEQR Technical Manual*, March 2014.

Notes:

A) The above composite window-wall attenuation values are for residential dwellings and community facility development. Commercial office space and meeting rooms would be 5 db(A) less in each category. All of the above categories require a closed window situation and hence an alternate means of ventilation.

B) Required attenuation values increase by 1 dB(A) increments for L_{10} values greater than 80 dB(A).

Source: New York City Department of Environmental Protection

Noise attenuation measures would be achieved through construction techniques, such as, but not limited to, wall construction and windows treatments. Typical building construction materials can be expected to reduce external sound levels by 30 to 40 dB(A)[3]. As noted in Table 2.6-5, the *CEQR Technical Manual* guidance specifies attenuation requirements starting at 28 dB(A) and above. The 23 dB(A) attenuation identified for the site would be achieved through standard building materials, and additional noise attenuation measures to ensure an acceptable interior noise level in the new building expansion area not required.

Mechanical Equipment - The building mechanical systems (i.e., HVAC systems) as provided in the attached drawing (Appendix B) would be designed to meet all applicable noise regulations (i.e., Subchapter 5, §24-227 of the New York City Noise Control Code, the New York City Department of Buildings Code) and to avoid producing levels that would result in any significant increase in ambient noise levels. Therefore, the proposed actions would not result in any significant increase in ambient noise levels.

2.6.4 Conclusion

The noise assessment demonstrated that the existing sound levels are low enough that there is not the need for additional noise attenuation measures at the building beyond that which would be provided through standard construction, and the proposed project would not require noise attenuation measures. Therefore, the proposed project would not result in any significant adverse noise impacts.

[3] *Insulation of Buildings Against Highway Noise – Table Exterior Wall Noise Rating*, Federal Highway Adminstration, August 1, 1977

2.7 Neighborhood Character

This analysis of neighborhood character follows the guidelines set forth in the *2014 Technical Manual*. As defined within the manual, neighborhood character is an amalgam of various elements that give neighborhoods a distinct "personality," including land use, urban design and visual resources, historic resources, socioeconomics, transportation, and noise (all of which are separate technical areas of analysis within the EAS Form). According to the *CEQR Technical Manual*, neighborhood character impacts are rare and occur under unusual circumstances.

A neighborhood character assessment is generally needed, per the *2014 CEQR Technical Manual*, when a proposed project is projected to generate significant adverse impacts to one or more of the contributing elements of neighborhood character. In the absence of an impact on any of the relevant technical areas, a combination of moderate effects to the neighborhood could result in an impact to neighborhood character, or that in combination. Moreover, a significant impact identified in one of the technical areas that contribute to a neighborhood's character is not necessarily equivalent to a significant impact on neighborhood character. Therefore, an assessment of neighborhood character is generally appropriate if a proposed project has the potential to result in any significant adverse impacts in the following technical areas:

- Land Use, Zoning, and Public Policy
- Socioeconomic Conditions
- Open Space
- Historic and Cultural Resources
- Urban Design and Visual Resources
- Shadows
- Transportation
- Noise

Preliminary analyses were undertaken for land use, noise and urban design and visual resources, pursuant to CEQR methodology.

The enlargement of the existing building would reinforce the existing urban design character found in the study area (i.e., a character defined by active ground floor retail spaces along Columbus Avenue and high rise residential towers) while also improving the pedestrian experience along Columbus Avenue by adding more local retail uses and establishing a complete streetwall. As discussed in the land use section, the project's uses are consistent with local land uses along Columbus Avenue, and the enlargement's urban design will also serve to promote a more active sidewalk and streetscape element than currently exists. The project will not be introducing a new source of noise generation in the neighborhood, and so there is not the potential for noise effects to combine with other project effects and change the neighborhood's character. Instead noise monitoring was conducted in order to determine whether the enlargement required additional attenuation to prevent noise impacts to new employees working at the site. The noise analysis showed

that the existing ambient noise levels are sufficiently low enough to not require noise attenuation measures on the building.

Therefore, the project effects, separately or in combination, would not result in significant adverse impacts to neighborhood character. In fact, it is the applicant's opinion the project reinforces the existing neighborhood character as it represents the expansion of local retails uses that serve the neighborhood and promote an active streetscape where before the area was underutilized. Thus, a further analysis of neighborhood character is not warranted.

2.8 Construction

Construction activities, although temporary in nature, can sometimes result in significant adverse environmental impacts. Consideration of several factors including the location and setting of the project in relation to other uses, and the intensity and duration of the construction activities, may indicate whether a project's construction activities warrant analysis.

This section explains in further detail the planned construction activities and why they do not trigger the need for a preliminary construction analysis pursuant to CEQR methodology. The proposed enlargement would be limited to ground floor construction on a site that has already been fully developed as a paved plaza, and according to the current plans the area of expansion would be directly above the footprint of the existing building's basement. Therefore, minimal to no new ground disturbance is anticipated.

As noted in the Hazardous Materials section, the proposed action would permit the construction and expansion of retail space in an area that has historically been a predominately residential neighborhood, and is surrounded by residential uses, and also would not involve new ground disturbance. Nothing about the proposed action is anticipated to increase the potential for exposure to hazardous materials, therefore the action would not result in the potential for significant adverse impacts and no additional analysis is needed.

Construction activities related to the proposed project would last approximately 18 months, are anticipated to be standard in nature, and any effects from construction of the project would be considered short-term. While some temporary parking lane closures may be required, they would be short-term and all travel lanes would remain open during construction. In the event that closure of any portion of sidewalk elements is needed, it would be fully addressed by a permit and a Pedestrian Access Plan as required by the New York City Department of Transportation's Office of Construction Mitigation and Coordination prior to the closure so that impacts would not occur. Because of these provisions and because the period of construction is considered short-term, a preliminary construction assessment is not needed.

2.9 Cumulative Analysis

2.9.1 Introduction

Projects undertaken within the former WSURA must perform a cumulative analysis to analyze the effects of the proposed action in combination with those modifications that have been previously approved or are anticipated to be approved in the same timeframe of the proposed action. Under the terms of Section 78-06(b)(3) of the Zoning Resolution, the section specifically states "any significant adverse impacts resulting from a development or enlargement to such modifications, considered in combination with developments or enlargements within the former urban renewal area listed in paragraph (b)(2), previously the subject of modifications under this paragraph (b)(3), shall have been avoided or minimized to the maximum extent practicable by incorporating as conditions to the modification those mitigative measures that have been identified as practicable."

The current proposed action would result in the enlargement of the ground floor by 14,730 gsf to increase the amount of ground floor commercial space from the existing 1,350 gsf to a total of 16,080 gsf. Therefore, a cumulative analysis was performed for this project to determine whether there is any potential for impacts associated with the proposed development when combined with the previously-approved (and soon to be approved) developments in the former WSURA.

2.9.2 Analysis Framework

Since 2008, when the text amendment was adopted, there have been three approved modifications within the former WSURA (the Axton/733 Amsterdam Avenue, Leader House/100 West 93rd Street and Heywood Towers/175 West 90th Street)[4], and another one is currently in the pre-certification process (600 Columbus Avenue) that is expected to be approved prior to or at the same time as the approval of the proposed action. The location and project details of each cumulative analysis study site are provided in Figure 2.9-1 and Table 2.9-1, respectively.

Given the nature of development that is enabled by the modifications (street-level retail and community facility space) and the results of previous environmental reviews for modifications within the WSURA, the scope of the cumulative analysis is limited to transportation (traffic, parking, pedestrians and transit). As shown in Figure 2.9-1, the sites considered in the cumulative analysis are spread out over approximately 10 blocks in the Upper West Side, which is a densely populated residential neighborhood in which most blocks along the avenues are already

▼

4 Does not include withdrawn applications.

Date: 03.26.15

70 West 93rd Street
New York, New York 10025

Cumulative Analysis Study Sites

Figure 2.9-1

Project Site
Study Site
Former West Side Urban Renewal Area Boundary

Sources: 1. New York (City). Dept. of City Planning 2013. Manhattan MapPLUTO (Edition 14v2). New York City: NYC Department of City Planning.

developed with ground floor retail uses similar to the development allowed by the modification.

Table 2.9-1
CUMULATIVE ANALYSIS STUDY SITES

Map ID	Project Name (Address)	CEQR/ULRP Number	Build Year	Development Size (GSF)		
				Retail	Community Facility	Total
1	Leader House (100 Columbus Avenue)	05DCP071M N050402ZRM N050403ZAM M920493(C)ZAM	2008*	36,740	11,722	48,462
2	600 Columbus (600 Columbus Avenue)	NA	2015	-1,706	3,213	1,507
3	The Axton (733 Amsterdam Avenue)	09DCP885M M920493(D)ZAM M920493(F) ZAM	2009	8,323	7,610	15,933
4	The Heywood (175 West 90th Street)	14DCP033M M920493(G)ZAM	2014	2,635	0	2,635
			Total	**45,992**	**22,545**	**68,537**

Note: Does not include withdrawn applications or those that were approved prior to 2008 when the cumulative analysis requirement was adopted.

*Project is currently under construction but is expected to be completed before 2017.

Besides transportation, other density-related environmental impact areas include open space and community facilities. There would be no direct effect on public open space as a result of the modifications when combined with other previously approved sites since, according to *2014 CEQR Technical Manual* definitions, no public open spaces would be removed or displaced by any of the cumulative analysis projects. Additionally, there would be no residential population increase as a result of these projects, and the total retail and community facility development program for all cumulative study sites would result in non-resident population increases (approximately 223 employees[5]) that are well below the 750 worker minimum threshold in areas that are considered "well-served" by open space (which includes the portion of the Upper West Side of Manhattan between Central Park and Amsterdam Avenue) needed to warrant a preliminary open space analysis for indirect effects. Since none of the projects included in the cumulative analysis would remove or displace any publicly accessible open spaces or would result in resident or non-resident population increases that would require further analysis, no open space analysis is needed and there is no potential for the cumulative effects of the proposed action to result in an adverse open space impact.

▼

[5] Assuming 1 worker per 400 gross square feet (gsf) for retail space and 4 worker per 1,000 gsf for community facility office space.

With regard to community facilities, since none of the projects included in the cumulative analysis would result in residential population increases, there would be no potential for a cumulative effect created by the proposed action to result in an adverse impact on community facilities, and no analysis is necessary. All other technical areas of study for environmental impacts under CEQR are site-specific and since the cumulative analysis sites are dispersed throughout the neighborhood, there would be no potential for cumulative effects of the proposed action to result in any adverse significant impacts on these technical areas as well.

Similar to the recently approved Heywood Towers project (CEQR No. 14DCP033M) as well as the Axton (CEQR No. 09DCP885M) before that, the modifications would not require analyses in other areas besides transportation because the cumulative effects in the other impact areas do not have the potential to overlap and combine to cause significant impacts. As described in detail in the following section, the cumulative analysis for transportation finds that there is no potential for the proposed action to result in any significant adverse impacts when looked at in combination with the effects of the previously approved projects located in the former WSURA.

2.9.3 Assessment: Transportation

The neighborhood surrounding the project site is generally characterized by high-rise residential buildings along Columbus Avenue with ground floor local retail space. The area is well served by mass transit. Within the neighborhood, the numbers 1, 2, and 3 subway lines operate along Broadway and the B and C subway lines operate along Central Park West. In addition, two north-south bus routes travel along Columbus and Amsterdam Avenues (northbound via Amsterdam Avenue and southbound via Columbus Avenue) and east-west crosstown buses have nearby stops at West 86th Street and West 96th Street. Due to the relatively high density of development in the area coupled with excellent transit access, the vast majority of trips in the area are made by foot and/or transit.

The proposed action would allow for the enlargement of the ground floor of the existing building by 14,730 gsf on what is currently an open plaza. The proposed enlargement would increase the amount of commercial floor area by 14,730 gsf assumed for this analysis to be tenanted restaurant (9,117 gsf) and local retail uses (6,963 gsf). The expansion would increase the total amount of retail space on the site from the existing 1,350 gsf (local retail) to a total of 16,080 gsf. The ground floor residential space would be reconfigured but the overall square footage (4,053 gsf) would be the same as existing conditions.
According to Table 16-1 in the *2014 CEQR Technical Manual*, local retail developments in Manhattan below 110th Street (Zone 1) of more than 15,000 gross square feet (gsf) and restaurants of more than 20,000 gsf could potentially require transportation analyses; the square footage of the proposed action falls beneath those thresholds and would therefore not require any further transportation analyses.

However, as explained above, a cumulative analysis is required to assess the effects associated with the proposed development when combined with the previously-approved (and soon to be approved) developments in the WSURA. As shown in Table 2.9-1, the four projects include 36,740 sf of retail use and 11,722 sf of additional community facility use at the Leader House on Columbus Avenue between West 92nd and West 93rd Streets (across Columbus Avenue from the proposed project site); 8,323 sf of retail use and 7,610 sf of community facility use at the Axton on Amsterdam Avenue between West 95th and West 96th Streets; elimination of 1,706 sf local retail space and conversion and expansion to 3,213 sf community facility (net increase of 1,507 sf) at 600 Columbus Avenue on Columbus Avenue between West 89th and West 90th Streets; and 2,635 sf of retail space at Heywood Towers on Amsterdam Avenue between West 90th and West 91st Streets. It should be noted that three of these four projects also fall below the density thresholds set forth in Table 16-1 of the *2014 CEQR Technical Manual*. However, these thresholds would be exceeded when all projects are combined. Therefore, a Level 1 (trip generation) screening assessment was performed according to CEQR guidelines.

The Level 1 (Trip Generation) screening assessment determines whether the number of peak hour person and vehicle trips generated by the proposed development would remain below the minimum thresholds for further study. These thresholds are:

- 50 peak hour vehicle trip ends;
- 200 peak hour subway/rail or bus transit riders; and
- 200 peak hour pedestrian trips.

A summary of the travel demand assumptions and trips generated by the proposed project and the other four nearby developments is provided below.

Travel Demand Assumptions

Trip generation, modal splits, and vehicle occupancies for the proposed action were derived from the *2014 CEQR Technical Manual* and approved New York City EISs such as the *Seward Park Mixed-Use Development Project FGEIS (2012)*, *West Side Urban Renewal Area (Leader House) EAS (2007)*, and *Harlem Park Redevelopment EAS (2004)*. A summary of travel demand factors used for trip generation for the proposed action for the weekday and Saturday conditions is provided in Table 2.9-2. Trip generation for the four projects in the surrounding area was primarily taken from their respective reports and supplemented with information from comparable projects.

Table 2.9-2
70 WEST 93RD STREET TRAVEL DEMAND CHARACTERISTICS

	Weekday	Saturday	Weekday	Saturday
	Local Retail 5,613 sf		Restaurant 9,117 sf	
Person Trip Generation Rate	205.0 [1]	240.0 [1]	173.0 [5]	139.0 [5]
	per 1,000 sf	*per 1,000 sf*	*per 1,000 sf*	*per 1,000 sf*
Temporal Distribution				
AM Peak	3.0% [1]	---	1.0% [5]	---
Midday Peak	19.0% [1]	10.0% [1]	13.7% [5]	12.0% [5]
PM Peak	10.0% [1]	---	8.0% [5]	---
Linked Trip Credit	50.0% [3]	50.0% [3]	25.0% [5]	25.0% [5]
Taxi Credit	50.0% [3]	50.0% [3]	50.0% [5]	50.0% [5]
Modal Split (Weekday AM)				
Auto	2.0% [3]	2.0% [3]	2.0% [6]	2.0% [6]
Taxi	3.0% [3]	3.0% [3]	3.0% [6]	3.0% [6]
Bus	5.0% [3]	5.0% [3]	5.0% [6]	5.0% [6]
Subway	20.0% [3]	20.0% [3]	20.0% [6]	20.0% [6]
Walk	70.0% [3]	70.0% [3]	70.0% [6]	70.0% [6]
Vehicle Occupancy (Weekday)				
Auto	2.00 [3]	2.00 [3]	2.20 [5]	2.20 [5]
Taxi	2.00 [3]	2.00 [3]	2.30 [5]	2.30 [5]
Directional Split (Ins)				
AM Peak	50.0% [2, 3]	---	94.0% [5]	---
Midday Peak	50.0% [2, 3]	50.0% [2, 3]	65.0% [5]	63.0% [5]
PM Peak	50.0% [2, 3]	---	65.0% [5]	---
Truck Trip Generation Rate	0.35 [1]	0.35 [1]	3.6 [5]	3.6 [5]
	per 1,000 SF	*per 1,000 SF*	*per 1,000 SF*	*per 1,000 SF*
Truck Temporal Distribution				
AM Peak	8.0% [1]	---	6.0% [5]	---
Midday Peak	11.0% [1]	11.0% [1]	6.0% [5]	0.0% [1]
PM Peak	2.0% [1]	---	1.0% [5]	---
Truck Trip Directional Split (Ins)				
AM Peak	50.0%	50.0%	50.0%	50.0%
Midday Peak	50.0%	50.0%	50.0%	50.0%
PM Peak	50.0%	50.0%	50.0%	50.0%

Sources:
1. *2014 CEQR Technical Manual.*
2. CEQR # 11DME012M - *Seward Park Mixed-Use Development Project FGEIS* (2012)
3. CEQR # 04DCP053M – *Harlem Park Redevelopment EAS* (2004)
4. CEQR # 05DCP071M – *West Side Urban Renewal Area (Leader House) EAS*
5. *Brooklyn Bridge Park FEIS* (2005)
6. Assumed similar to local retail use

Local Retail

A weekday trip generation rate of 205 person trips per 1,000 sf was used for retail space as cited in the *2014 CEQR Technical Manual*. The temporal distributions of three percent of all trips occurring in the AM peak hour, 19 percent in the midday peak hour, and 10 percent occurring during the PM peak hour were also obtained from the *2014 CEQR Technical Manual*. It was assumed that a significant percentage of the local retail trips would be linked to trips generated by other land uses (residential, hotel, etc.) within the site and nearby; therefore, a linked trip credit of 50 percent and a taxi

credit of 50 percent were used, as were used for local retail trips, as cited in the Harlem Park Redevelopment EAS and the EAS reports for the Leader House, Axton, and Heywood Towers. Vehicle occupancy rates of 2 persons per auto and 2 persons per taxi, as well as the directional splits, were obtained from the *Harlem Park Redevelopment EAS.* The modal splits used for local retail were two percent by auto, three percent by taxi, five percent by bus, 20 percent by subway, and 70 percent by walking. A weekday delivery trip generation rate of 0.35 truck trips per 1,000 sf and the delivery temporal distribution percentages were all obtained from the *2014 CEQR Technical Manual*.

The Saturday trip generation rate of 240 person trips per 1,000 sf and the midday temporal distribution of 10 percent were obtained from the *2014 CEQR Technical Manual*. Saturday modal split, vehicle occupancy, and directional split were all obtained from the *2014 CEQR Technical Manual* as well.

The delivery trip generation rate of 0.04 truck trips per 1,000 sf and the delivery temporal distribution percentages were also obtained from the *2014 CEQR Technical Manual*. The linked trip credit of 50 percent that was used for weekday trips was applied to the Saturday conditions as well.

Restaurant

A weekday trip generation rate of 173 person trips per 1,000 sf was used for restaurant space as cited in the *Brooklyn Bridge Park FEIS*. The temporal distributions of one percent of all trips occurring in the AM peak hour, 14 percent in the midday peak hour, and 8 percent occurring during the PM peak hour were also obtained from the *Brooklyn Bridge Park FEIS*. It was assumed that a modest percentage of the restaurant trips would be linked to trips generated by other land uses (residential, local retail, etc.) within the site and nearby; therefore, a linked trip credit of 25 percent and a taxi credit of 50 percent were used, as were used for restaurant trips in the *Brooklyn Bridge Park FEIS.*

Vehicle occupancy rates of 2.2 persons per auto and 2.3 passengers per taxi, as well as the directional splits, were obtained from the *Brooklyn Bridge Park FEIS*. In order to reflect Manhattan travel mode patterns, the modal splits used for the restaurant use (two percent by auto, three percent by taxi, five percent by bus, 20 percent by subway, and 70 percent by walking) were assumed to be similar to local retail use. A weekday delivery trip generation rate of 3.6 truck trips per 1,000 sf and the delivery temporal distribution percentages were all obtained from the *2014 CEQR Technical Manual*.

The Saturday trip generation rate of 139 person trips per 1,000 sf and the midday temporal distribution of 12 percent along with modal split, vehicle occupancy, and directional split were obtained from the *Brooklyn Bridge Park FEIS*. The delivery trip generation rate of 3.6 truck trips per 1,000 sf and the delivery temporal distribution

percentages were also obtained from the *Brooklyn Bridge Park FEIS*. The linked trip credit of 25 percent that was used for weekday trips was applied to the Saturday condition as well.

Cumulative Trip Generation

Vehicle Trips

Tables 2.9-3 and 2.9-4 present the number of vehicle trips and person trips that would be generated by the proposed project and the other four projects, respectively. The trips generated by the proposed project were generated using the travel demand assumptions presented in Table 2.9-2; the trips presented for the remaining four projects were primarily extracted from their respective reports. As shown in Table 2.9-3, the proposed project would generate a total of 2 vehicles per hour (vph) during the weekday AM peak hour, 12 vph during the weekday midday peak hour, 3 vph during the weekday PM peak hour, and 7 vph during the Saturday midday peak hour. These volumes are well below the Level 1 screening threshold of 50 vph.

Table 2.9-3
VEHICLE TRIP GENERATION

		AM			Midday			PM			SAT		
		In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
70 W. 93rd St. (Proposed Action)	Auto	0	0	0	2	2	4	1	0	1	1	0	1
	Taxi	0	0	0	3	3	6	1	1	2	3	3	6
	Truck	1	1	2	1	1	2	0	0	0	0	0	0
	Total	**1**	**1**	**2**	**6**	**6**	**12**	**2**	**1**	**3**	**4**	**4**	**7**
Leader House	Auto	9	2	11	9	8	17	3	10	13	4	4	8
	Taxi	7	7	14	15	15	30	10	10	20	8	8	16
	Truck	1	1	2	1	1	2	0	0	0	0	0	0
	Total	**17**	**10**	**27**	**25**	**24**	**49**	**13**	**20**	**33**	**12**	**12**	**24**
The Axton	Auto	6	0	6	4	4	8	1	5	6	2	2	4
	Taxi	4	4	8	9	9	18	7	7	14	3	3	6
	Truck	0	0	0	0	0	0	0	0	0	0	0	0
	Total	**10**	**4**	**14**	**13**	**13**	**26**	**8**	**12**	**20**	**5**	**5**	**10**
Heywood Towers	Auto	0	0	0	0	0	0	0	0	0	0	0	0
	Taxi	0	0	0	1	1	2	0	0	0	0	0	0
	Truck	0	0	0	0	0	0	0	0	0	0	0	0
	Total	**0**	**0**	**0**	**1**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**
600 Columbus	Auto	1	0	1	0	0	0	0	1	1	0	0	0
	Taxi	3	3	6	1	1	2	3	3	6	0	0	0
	Truck	0	0	0	0	0	0	0	0	0	0	0	0
	Total	**4**	**3**	**7**	**1**	**1**	**2**	**3**	**4**	**7**	**0**	**0**	**0**
Total		**32**	**18**	**50**	**46**	**45**	**91**	**27**	**38**	**65**	**22**	**21**	**42**

While the volume of vehicle trips generated by the proposed action is below the Level 1 threshold, the collective total of all five projects' projected vehicle trips is at or exceeds the threshold by moderate levels during three of the four peak hours. Vehicle trips expected to be generated cumulatively by the five sites are 50 vph during the weekday AM peak hour, 91 vph during the midday peak hour, 65 vph during the PM peak hour and 42 vph during the Saturday peak hour. Since the cumulative volume generated by all five projects exceeds the Level 1 vehicle trip threshold, a Level 2 (trip assignment) screening was performed for the purpose of this cumulative analysis.

Pedestrian Trips

The volume of pedestrian trips generated by the proposed project and the four other projects are shown in Table 2.9-4. The proposed project would generate 28 pedestrian trips (walk plus bus and subway trips) during the weekday AM peak hour, 258 trip during the midday peak hour, 139 trip during the PM peak hour, and 169 trips during the Saturday peak hour. The volume of pedestrian trips generated by the proposed project would only exceed the *2014 CEQR Technical Manual*'s Level 1 threshold for pedestrians (200 pedestrian trips per hour) during the weekday midday peak hour.

Aside from the Leader House project, each of the other four projects alone would generate pedestrian volumes below the Level 1 pedestrian threshold during all peak hours. Pedestrian trips generated by the four previously approved projects combined (201 during weekday AM, 906 during midday, 491 in PM and 548 during Saturday midday) would exceed the Level 1 pedestrian threshold, and the proposed action would add a small to moderate volume of pedestrians to those numbers. The total pedestrian trips (including walk, subway and bus trips) that would be generated by all five projects, as shown in Table 2.9-4, are 230, 1,164, 695, and 717 pedestrians during the weekday AM, midday, PM, and Saturday peak hours, respectively. Therefore, for the purpose of this cumulative analysis, a Level 2 (trip assignment) screening was performed for pedestrian trips.

Transit Trips

As shown in Table 2.9-4, the cumulative total volume of bus trips would be below Level 1 transit thresholds (200 passenger trips per peak hour) for all peak hours. The number of subway trips would only exceed the Level 1 threshold during the midday peak hour where 260 passenger trips would cumulatively be generated; this would be attributed mostly to Leader House (159 passenger trips). However, with multiple subway lines in the area, it is clear the need for any further subway assessment would screen out with a trip assignment (which would distribute these trips amongst the various transit lines). Therefore, no further transit assessment is needed for this cumulative analysis.

Table 2.9-4
Person Trip Generation

		AM			Midday			PM			SAT		
		In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
70 W. 93rd St. (Proposed Action)	Auto	0	0	1	3	2	5	2	1	3	2	2	4
	Taxi	1	0	1	5	3	8	2	2	4	3	2	5
	Bus	1	0	1	8	6	14	4	3	7	5	4	9
	Subway	4	2	6	32	22	54	17	12	29	21	15	36
	Walk	14	7	21	112	78	190	60	42	102	72	52	124
Leader House	Auto	12	2	14	14	14	27	5	13	18	7	7	14
	Taxi	10	2	12	16	16	32	6	12	19	9	9	18
	Bus	13	4	17	23	23	46	10	18	29	13	13	26
	Subway	26	13	39	80	80	159	38	49	86	48	48	95
	Walk	46	41	87	253	253	506	127	131	258	156	156	311
The Axton	Auto	7	1	8	6	6	12	2	7	9	3	3	6
	Taxi	6	1	7	6	6	12	2	6	8	3	3	6
	Bus	7	1	8	7	7	14	3	8	11	4	4	8
	Subway	12	3	15	21	21	42	9	16	25	12	12	24
	Walk	12	10	22	59	59	118	29	31	60	36	36	72
Heywood Towers	Auto	0	0	0	1	0	1	0	0	0	0	0	0
	Taxi	0	0	0	1	1	2	0	0	0	0	0	0
	Bus	0	0	0	1	2	3	1	1	1	1	1	2
	Subway	1	1	2	5	5	10	2	3	5	3	3	6
	Walk	3	3	6	18	18	36	9	9	18	11	11	22
600 Columbus	Auto	1	1	2	0	0	0	1	1	2	0	0	0
	Taxi	3	2	5	0	0	1	3	3	6	0	0	0
	Bus	1	1	2	-1	-1	-1	1	1	1	0	0	0
	Subway	1	1	2	-3	-3	-6	0	1	1	-2	-2	-4
	Walk	1	1	2	-11	-11	-22	-3	-2	-5	-7	-7	-14
Total		**183**	**97**	**279**	**657**	**608**	**1,263**	**330**	**367**	**698**	**398**	**371**	**769**

Trip Assignment

Vehicle Trips

A vehicular trip assignment was performed for all five projects for the weekday midday peak hour – the worst peak hour in terms of total (cumulative) expected vehicle trip generation (91 vph). The cumulative trip increments map from the Axton study (included in Appendix C) which is the most recent WSURA cumulative impact analysis with trip assignments and includes trips generated by the Leader House and Axton projects, was used as a base layer. Increments for all subsequent projects, including the proposed project, were developed and added to this layer to develop overall cumulative trip increments for all built or planned projects to date. These

increment maps were developed using travel pattern assumptions such as origin-destination and trip routes were made based on the Leader House and Axton studies.

Vehicles arriving from the south, which account for 40 percent of vehicle trips, would arrive at the study area via Broadway, Amsterdam Avenue, and Central Park West; vehicles arriving from the north, which account for 40 percent of vehicles trips, would arrive via Broadway, Columbus Avenue, and Central Park West; vehicles from the east and west, which account for 10 percent each, would arrive via West 96th Street. All vehicles were assigned directly to their destination; however, 50 percent of vehicles were assumed to park on the street near their destination and 50 percent of vehicles were routed to the nearest off-street parking facility.

As shown in Table 2.9-3, Leader House would generate the vast majority of vehicle trips out of all the projects during each peak hour, the highest of which is the weekday midday peak hour. The intersection closest to that development, Columbus Avenue and West 92nd Street, could be expected to experience the highest increase in traffic volume. Based on the assignments described above, during the weekday midday peak hour, that intersection would experience a total increment of 34 vehicles, which is well below the threshold for further analysis. Therefore, there would be no potential for adverse cumulative effect of these projects on vehicular traffic conditions. Vehicle increment maps for each of these developments are found in Appendix C.

Pedestrian Trips

Since the cumulative volume of pedestrian trips from all five projects combined exceed the CEQR Level 1 threshold, a Level 2 trip assignment was performed. However, the assignment only included the pedestrian network adjacent to the Leader House project and the proposed project since the other sites are far enough away from each other that there would be little to no pedestrian overlap with other project sites, and each of those projects alone do not trigger Level 1 thresholds on their own. Leader House is located directly across Columbus Avenue from the project site and generates most of the cumulative pedestrian trips. Therefore, the Level 2 pedestrian trip assignment was conducted for the pedestrian elements surrounding theses sites, along Columbus Avenue and West 93rd and West 92nd Streets. Additionally, a trip assignment was only performed for the midday peak hour since the cumulative pedestrian volumes during all other peak hours are low enough that they would screen out once they are distributed through the pedestrian network.

The assignment of subway trips was evenly distributed between the station at 96th Street and Broadway for the 1, 2, and 3 trains and the station at 96th Street and Central Park West for the B and C trains and routed through the pedestrian network to their destination. All bus trips were assigned to the M7 and M11 north/south bus routes (northbound on Amsterdam Avenue and southbound on Columbus Avenue)

and the M96 crosstown bus route and were distributed thorough the pedestrian network between the routes' closest bus stop and the site.

Pedestrian increment volumes during the weekday midday peak hour due to the two developments at the intersections of Columbus Avenue and West 92nd and West 93rd Streets (Leader House and the proposed action) are shown in Table 2.9-5. As shown in the table, all pedestrian elements at these locations would be well below the 200 pedestrians per hour threshold for further analysis except at the west crosswalk of West 93rd Street at Columbus Avenue where 301 pedestrian trips would be generated during the weekday midday peak hour. However, it should be noted that the vast majority of these trips (269 pedestrian trips) are generated by the Leader House project alone. Additionally, it should be noted that West 93rd Street is a narrow street and the crossing distance is short, and the sidewalk at both ends of the crosswalk is relatively wide.

Table 2.9-5
WEEKDAY MIDDAY PEDESTRIAN INCREMENT VOLUMES

Intersection	Crosswalk	Leader House	70 W. 93rd St.	Total
West 92nd Street and Columbus Avenue	North	63	42	**105**
	South	38	21	**59**
	East	38	50	**88**
	West	153	21	**174**
West 93rd Street and Columbus Avenue	North	67	32	**99**
	South	94	59	**153**
	East	68	81	**150**
	West	269	32	**301**

Detailed Pedestrian Analysis

Since the cumulative pedestrian trips exceed the 200 pedestrian threshold for a Level 2 screening at the west crosswalk of Columbus Avenue and West 93rd Street, a crosswalk analysis was performed according to *2014 CEQR Technical Manual* guidelines. Crosswalk level of service analysis is based on *2010 Highway Capacity Manual* (HCM) procedures and is expressed as available space per pedestrian (square feet/pedestrian). Level of service criteria set forth in the *2014 CEQR Technical Manua*l are presented in Table 2.9-6 below.

Existing pedestrian counts were performed on a weekday during the midday peak period (11:30 AM to 2:00 AM) and the peak hour was from 12:45 PM to 1:45 PM, during which 369 pedestrians used the crosswalk. Existing pedestrian volume counts are included in Appendix C. The analyzed crosswalk is a 17-foot wide school crosswalk with a crossing distance of 30 feet and operates at LOS A under existing conditions.

Table 2.9-6
PEDESTRIAN LEVEL OF SERVICE (LOS) CRITERIA

	Non-Platoon Flow (square feet/ped)	Platoon Flow (square feet/ped)
LOS A	> 60	> 530
LOS B	> 40 – 60	> 90 – 530
LOS C	> 24 – 40	> 40 – 90
LOS D	> 15 – 24	> 23 – 40
LOS E	> 8 – 15	> 11 – 23
LOS F	≤ 8	≤11

Existing volumes were increased by 0.25 percent per year, or by two pedestrians, to calculate a 2017 No-Action baseline condition. The crosswalk would continue to operate at LOS A under future No-Action conditions.

The cumulative pedestrian trips generated by the proposed project and the other projects included in this cumulative analysis would not affect the crosswalk's overall level of service. As presented in Table 2.9-7, the crosswalk would continue to operate at LOS A under future With-Action conditions. Since the crosswalk would continue to operate at acceptable levels of service under the With-Action condition, there would be no cumulative effect on pedestrians created by the proposed projects in combination with other WSURA projects, and there would be no potential for cumulative adverse pedestrian impacts as a result of the proposed project.

Table 2.9-7
WEEKDAY MIDDAY PEDESTRIAN LEVELS OF SERVICE:
COLUMBUS AVENUE AND WEST 93RD STREET – WEST CROSSWALK

Analysis Period	Condition	Pedestrian Flow (square feet/pedestrian)	LOS
Weekday Midday Peak	Existing	143.5	A
	2017 No-Action	142.7	A
	2017 With-Action (Cumulative)	76.8	A
Note: Detailed existing and future No-Action and With-Action pedestrian level of service worksheets are provided in Appendix C.			

2.9.4 Conclusion

While the cumulative volume of vehicle trips generated by all five projects together exceed 50 vph during at least one peak hour, the total volume increments at each individual intersection are significantly less than 50 vph and would not create the need for further traffic analysis. No Level 2 transit trip thresholds are expected to be

exceeded by the volume of cumulative peak hour subway and bus trips generated by the all the projects. The expected cumulative pedestrian volume in the west crosswalk at Columbus Avenue and West 93rd Street would exceed 200 pedestrians per hour during the weekday midday peak hour. A detailed crosswalk analysis for that crosswalk indicates that cumulative pedestrian trips generated would not significantly impact the operation of that crosswalk, and there would be no adverse cumulative impacts as a result of the proposed project in combination with other former WSURA projects.

APPENDIX A

ZONING RESOLUTION 78-06(b)(3)

(3) The owner(s) of a developed parcel(s) within a #large-scale residential development# located in a former urban renewal area listed in paragraph (b)(2), where at least 50 percent of such parcel(s) is located within a C1-9 or C2-8 District, may make application for, and may be granted, modifications of authorizations or special permits previously granted under the provisions of this Chapter, in order to utilize available #floor area# for #commercial# or #community facility uses#, subject to the conditions of paragraph (b)(5) of this Section and provided further that:

(i) no #residential use# existing prior to July 23, 2008, located above the level of the ground floor may be changed to a non-#residential use#;

(ii) the #enlarged# portion of the #building# shall be restricted to #community facility uses# and #commercial uses# listed in Use Groups 6A, 6C and 6F, provided that any ground floor #community facility use#, and any bank or loan office shall occupy not more than 25 feet of the #wide street# frontage, measured to a depth of 30 feet from the #wide street line#, and no #community facility use# shall be permitted above the level of the second #story# ceiling;

(iii) any #enlargement# fronting upon Columbus or Amsterdam Avenue shall contain a number of establishments, such that the entire #block# front on Columbus or Amsterdam Avenue shall contain no fewer than three establishments, each with a separate entrance on Columbus or Amsterdam Avenue. The Columbus or Amsterdam Avenue frontage of any one such establishment shall not exceed 100 feet;

(iv) the ground floor #street wall# of an #enlargement# located within C1-9 or C2-8 Districts shall be glazed with transparent materials which may include #show windows#, glazed transoms or glazed portions of doors. Such glazed area shall occupy at least 70 percent of the area of each such ground floor #street wall#, measured to a height of 12 feet above the level of the adjoining sidewalk or public access area;

(v) required #open space# with appropriate circulation, seating, lighting and plantings shall be accessible and usable by all residents of the

#large-scale residential development#;

(vi) a plan, including elevations, shall be submitted showing the proposed #building(s)# and modification, and #open space#; and

(vii) the #enlargement# enhances the streetscape and the design promotes a harmonious relationship with the existing #buildings# and contiguous #blocks# within the #large-scale residential development#.

In addition, any significant adverse impacts resulting from a #development# or #enlargement# pursuant to such modifications, considered in combination with #developments# or #enlargements# within the former urban renewal area listed in paragraph (b)(2), previously the subject of modifications under this paragraph, (b)(3), shall have been avoided or minimized to the maximum extent practicable by incorporating as conditions to the modification those mitigative measures that have been identified as practicable.

The provisions of paragraphs (b)(3)(ii) and (b)(3)(iii) shall not apply to #enlargements# of #community facility uses# and bank or loan offices existing prior to July 23, 2008, provided that such #enlargement# does not increase existing #street# frontage on Columbus or Amsterdam Avenues by more than ten feet.

An application filed pursuant to this paragraph, (b)(3), shall be referred to the affected Community Board, and the City Planning Commission shall not grant any modification of an authorization or special permit pursuant thereto prior to 45 days after such referral.

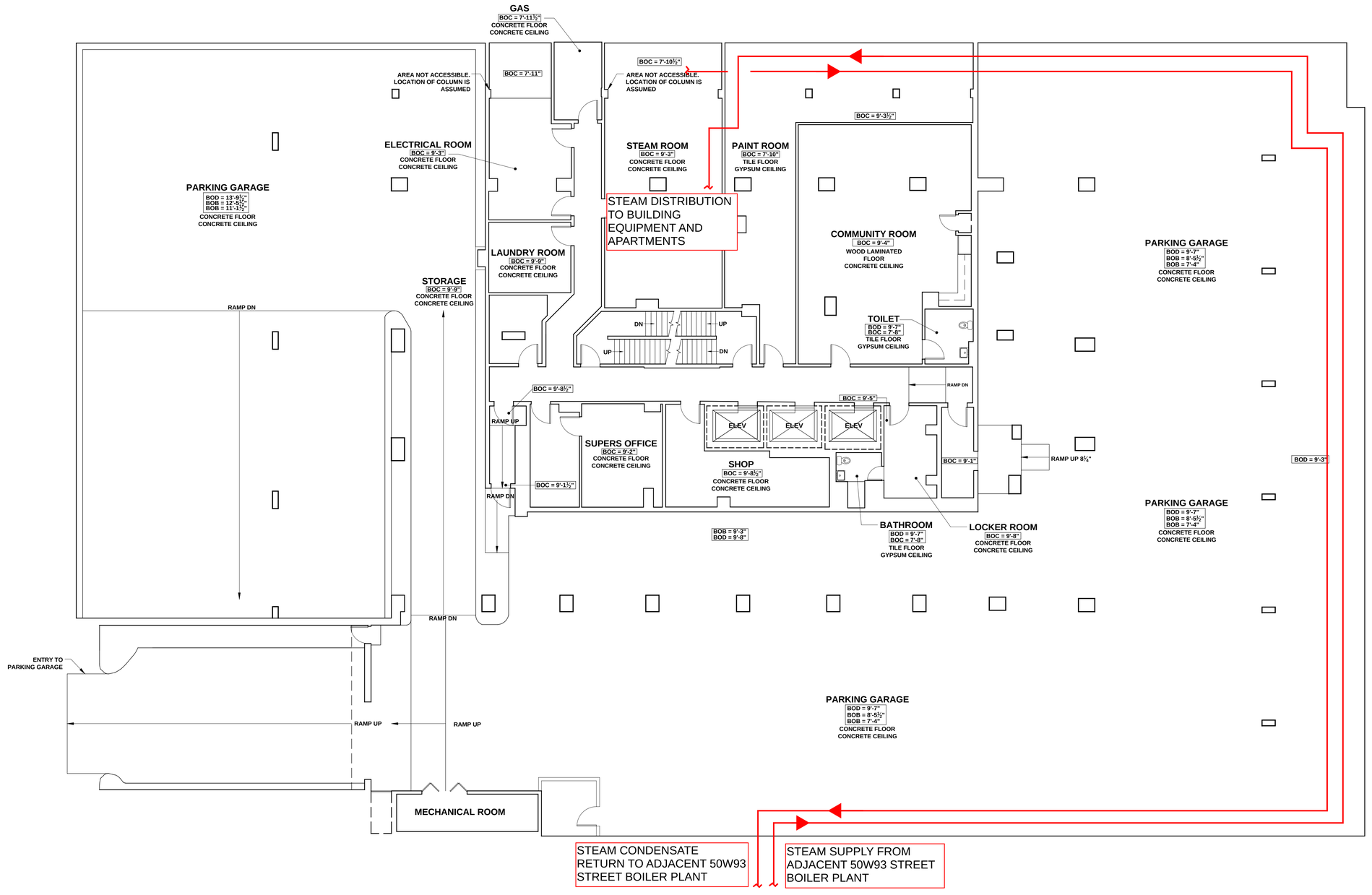
(4) For any #large-scale residential development# located in the Community District(s) listed in this paragraph, (b)(4), the owner(s) of a vacant parcel(s) may make application for and may be granted modifications of authorizations or special permits previously granted under the provisions of this Chapter with respect to such parcel(s), subject to the conditions of paragraph (b)(5).

Borough	Community District
Queens	7

(5) Modifications of authorizations or special permits previously granted under the provisions of this

APPENDIX B

MECHANICAL EQUIPMENT



EXISTING PARKING GARAGE - LEVEL 1 PLAN

GROSS AREA BASEMENT 5520.0 SQ FT
GROSS AREA PARKING 18622.0 SQ FT

ROUTING OF LOW PRESSURE STEAM INTO 70W93 ST
6/10/2015
AKF

Existing Conditions Surveys LLC
342 Broadway, Suite 410
New York, NY 10013

T 718.874.6078
F 917.591.2115
E info@existingconditions.com

PROJECT:
70 W. 93RD STREET NEW YORK, NY

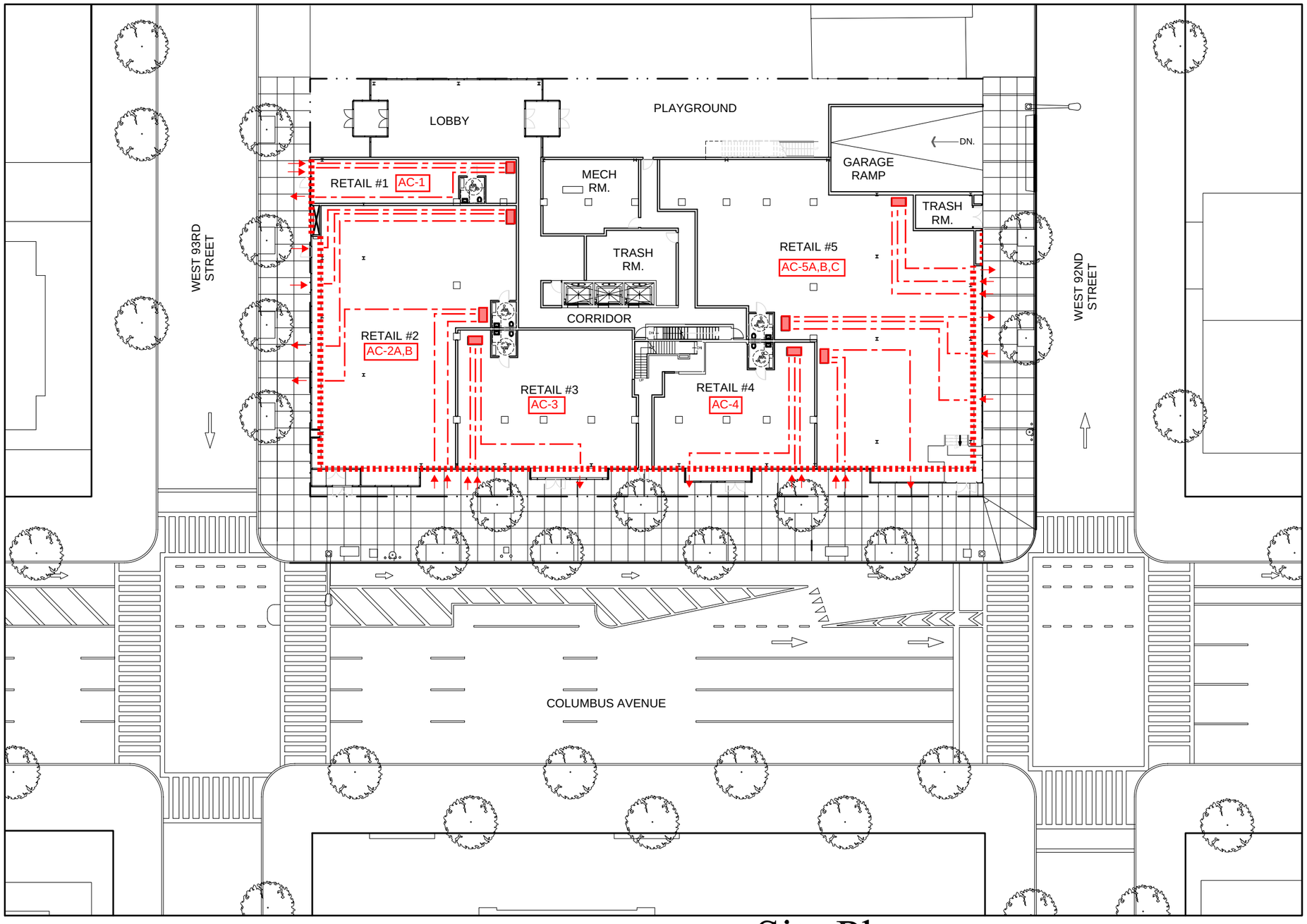
DRAWING TITLE:
EXISTING PARKING GARAGE LEVEL 1

ISSUE DATE:
07/10/12

SURVEY TEAM:
E.R./K.J.

SCALE:
1/8" = 1'-0"

EX-3



LEGEND

- LOUVER BAND
- A/C UNIT
- DUCT ROUTING
- AIR FLOW DIRECTION

MECHANICAL NOTES:

AC: PACKAGED, INDOOR, AIR-COOLED AIR CONDITIONING UNIT.
AC-1: NOMINAL 5 TON UNIT.
AC-2A, B: NOMINAL 10 TON UNIT EACH
AC-3: NOMINAL 10 TON UNIT
AC-4: NOMINAL 8 TON UNIT
AC-5A,B,C: NOMINAL 10 TON UNIT EACH

* ALL AC UNIT TONNAGES ARE PRELIMINARY.
* ALL AC UNIT LOCATIONS ARE PRELIMINARY.
* ALL INTAKE & DISCHARGE DUCT ROUTING TO/FROM AC UNIT AND CONNECTIONS TO LOUVER ARE PRELIMINARY.
* PERIMETER HEATING AND VENTILATION AIR PREHEATING WILL BE VIA ELECTRIC OR STEAM

-Site Plan-

Beyer Blinder Belle
Architects & Planners LLP

70 West 93rd Street

70 West 93rd Street
New York, New York

Scale	1/32"=1'-0"
Date	04 JUNE 2015
Project No.	2413.00
Drawing No.	

ASK-001

SELF CONTAINED AIR COOLED SYSTEMS:

a) UNITS SHALL BE SELF-CONTAINED, AIR COOLED, FACTORY ASSEMBLED, CONSTANT AIR VOLUME, COOLING TYPE WITH CAPACITIES AS INDICATED ON SCHEDULE AND MANUFACTURED BY ***TASK Applied Products LLC.™***

b) CASING SHALL BE FABRICATED OF 18-GAUGE GALVANIZED STEEL PANELS FASTENED TO 16 GAUGE BASE PANS. WALL PANELS SHALL A 1" THICK, 1-1/2# THERMAL SOUND BARRIER INSULATION. PANELS SHALL BE REMOVABLE FROM THE EXTERIOR OF THE UNIT AND PROVIDE ACCESS TO ALL COMPONENTS REQUIRING SERVICE.

c) A 1-1/2" HIGH STAINLESS STEEL DRAIN PAN SHALL BE PROVIDED UNDER EVAPORATOR COIL. DRAIN PAN SHALL HAVE A 1" OUTLET CONNECTION ALLOWING FOR PROPER DRAINAGE OF CONDENSATE.

d) BLOWERS SHALL BE DWDI FORWARD CURVED CENTRIFUGAL TYPE, STATICALLY AND DYNAMICALLY BALANCED FOR QUIET OPERATION. PERMANENTLY LUBRICATED, SELF-ALIGNING BALL BEARINGS SHALL HAVE A MINIMUM AVERAGE LIFE SPAN OF 120,000 HOURS. DRIVES SHALL BE "V"-GROOVE BELTED TYPE AND SIZED FOR A MINIMUM OF 10% ADJUSTMENT. BELTS SHALL BE SIZED FOR 140% OF MOTOR NAMEPLATE HORSEPOWER.

e) HEAVY DUTY, HIGHLY EFFICIENT, OPEN DRIP-PROOF MOTORS SHALL BE NEMA RATED WITH INHERENT OVERLOAD PROTECTION DEVICES. MOTOR BASES SHALL SOLID MOUNTED WITH ADJUSTABLE TAKE-UP BOLTS.

f) EVAPORATOR AND CONDENSER COILS SHALL BE OF NON-FERROUS CONSTRUCTION WITH ALUMINUM PLATE FINS MECHANICALLY BONDED TO SEAMLESS COPPER TUBES. INDIVIDUAL CIRCUITS SHALL BE PROVIDED ON UNITS WITH MULTIPLE COMPRESSORS. COILS SHALL BE FED BY THERMOSTATIC EXPANSION VALVES CAPABLE OF MODULATING TO 15% OF NOMINAL CAPACITY.

g) UNITS SHALL HAVE HERMETIC COMPRESSORS MOUNTED ON RUBBER-IN-SHEAR VIBRATION ISOLATORS. EACH REFRIGERANT CIRCUIT SHALL HAVE A LOW PRESSURE SWITCH, HIGH PRESSURE SWITCH, SIGHT GLASS INDICATOR, LIQUID LINE FILTER-DRIER, AND ADJUSTABLE EXPANSION VALVE.

h) UNITS 8 TONS AND LARGER SHALL HAVE MULTIPLE COMPRESSORS. REFRIGERANT PRESSURE SWITCHES CONTROL LOCKOUT RELAYS THAT CAN BE RESET AT REMOTE THERMOSTAT.

i) UNITS SHALL BE PROVIDED WITH 2" THICK, CLASS II, 35% EFFICIENT MEDIA FILTERS.

j) OPERATING CONTROL PANEL SHALL BE UNIT MOUNTED IN UNIT FACE AND BE COMPLETE WITH 24 VOLT CONTROL TRANSFORMER WIRED TO MAGNETIC CONTACTORS FOR EACH FAN AND COMPRESSOR.

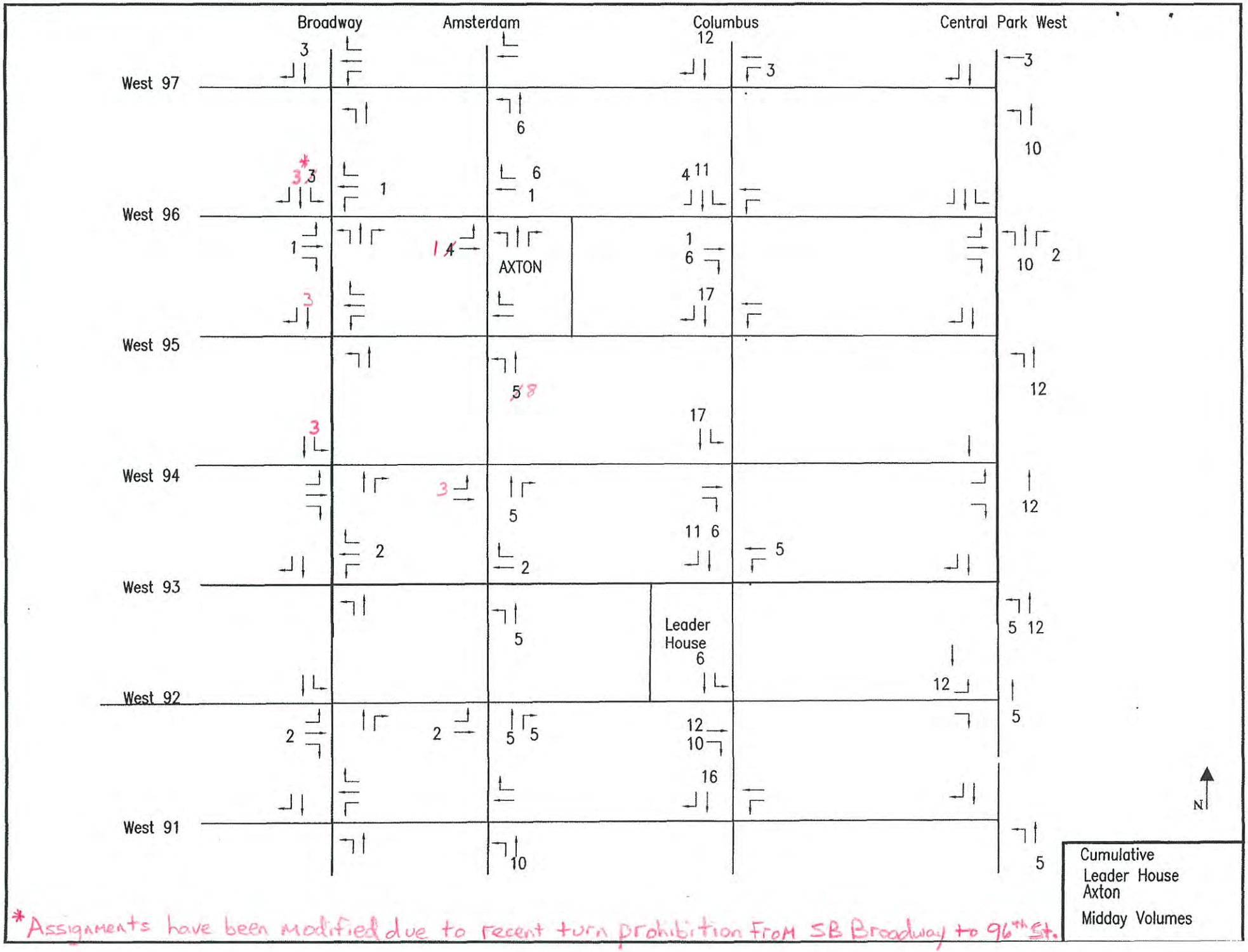
k) VARIABLE SPEED LOW AMBIENT CONTROL SHALL BE FACTORY INSTALLED AND WIRED. THE HEAD PRESSURE CONTROLLER SHALL MONITOR OPERATING PRESSURES OF ALL COMPRESSORS AND SELECT THE HIGHEST PRESSURE TO CONTROL SPEED OF CONDENSER FAN. CONDENSING UNIT SHALL BE CAPABLE OF MAINTAINING PROPER HEAD PRESSURE AT ZERO DEGREE AMBIENT.

L) A SEPARATE ELECTRICAL SECTION SHALL BE PROVIDED AND CONTAIN HIGH INTERRUPTING FUSES, CONTACTORS AND CONTROL TRANSFORMER. ALL CONTACTORS SHALL BE PROVIDED WITH 24-VOLT COILS AND BE CONTROLLED VIA A UNIT MOUNTED LOW VOLTAGE TRANSFORMER. CONTROL WIRING SHALL BE COLOR-CODED AND BROUGHT TO A TERMINAL STRIP FOR EASE IN WIRING TO EXTERNAL THERMOSTAT.

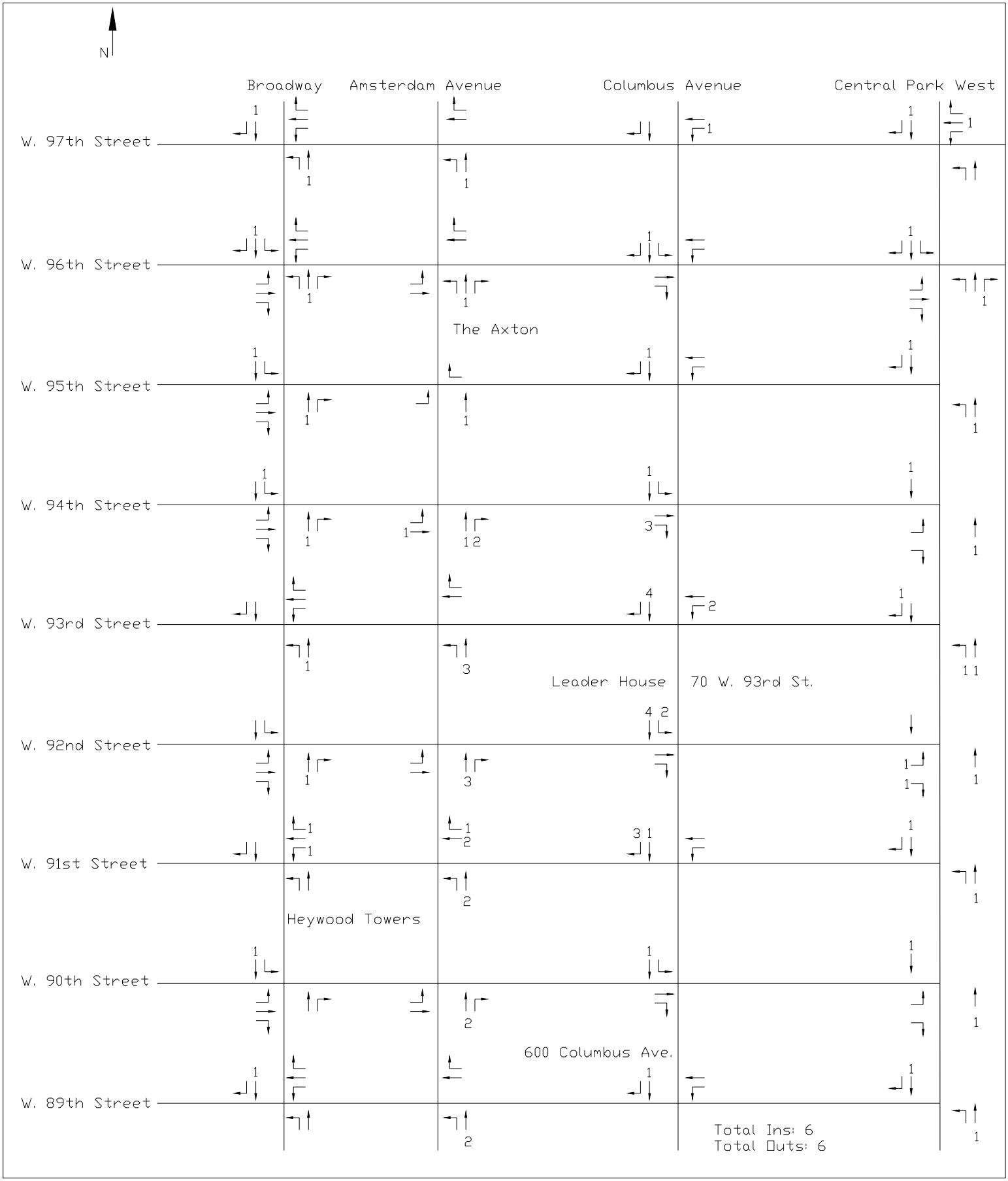
m) UNITS SHALL HAVE THE MANUFACTURERS STANDARD ONE YEAR LIMITED PARTS WARRANTY AND A FOUR YEAR EXTENDED COMPRESSOR WARRANTY.

APPENDIX C

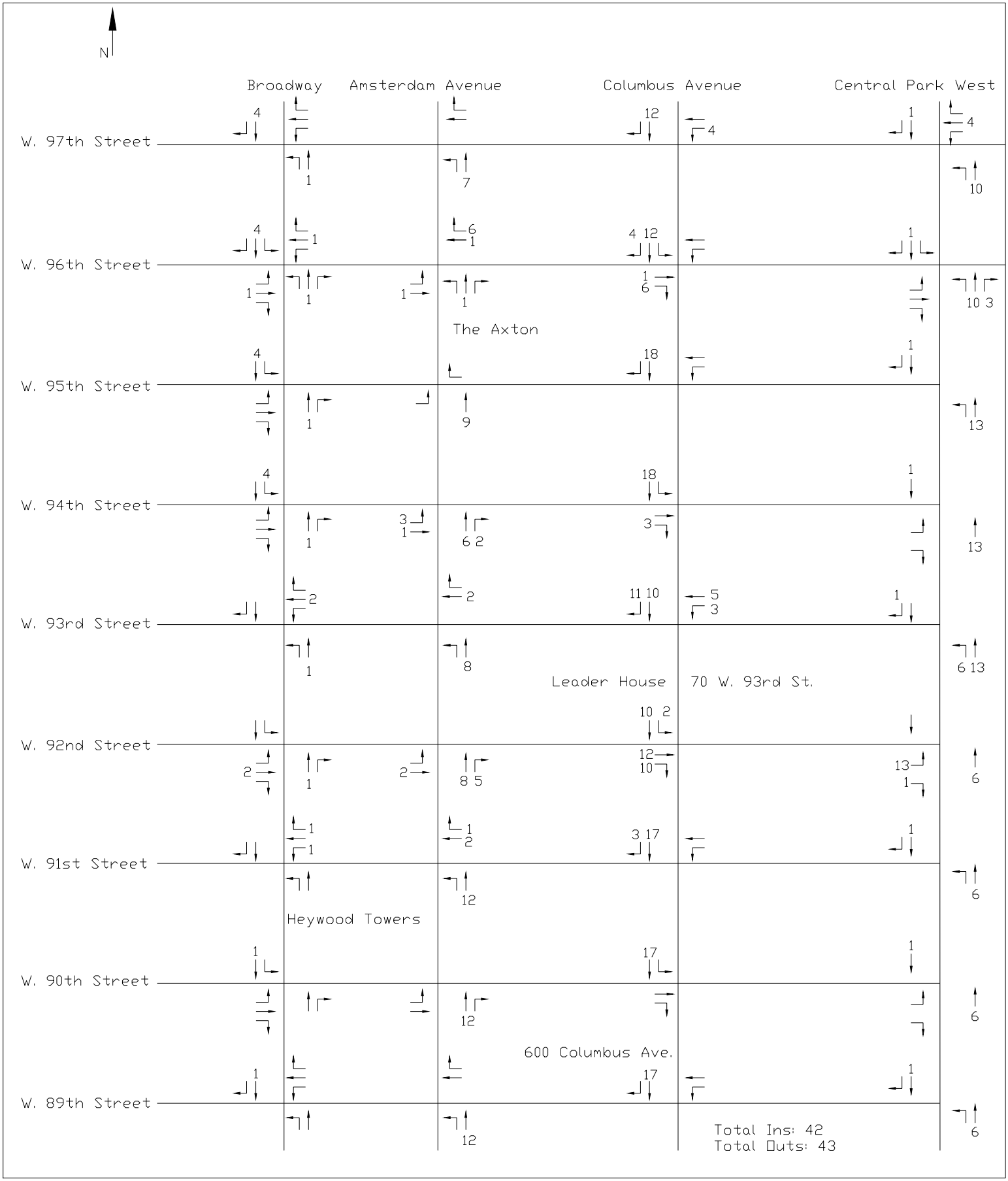
CUMULATIVE ANALYSIS BACK-UP



Source: The Axton: 721 Amsterdam Avenue West Side Urban Renewal Area Modification EAS (CEQR No. 09DCP005M)



70 West 93rd Street EAS
Weekday Midday Vehicle Increment Volumes
70 West 93rd Street Development



Note: Heywood Towers and 600 Columbus Avenue each generate less than 1 vehicle trip in and out during the weekday midday peak hour. Individual volume maps were not created for those developments.

70 West 93rd Street EAS
Weekday Midday Vehicle Increment Volumes
Cumulative Vehicle Trips - All Developments

70 West 93rd Street EAS
2015 Existing Pedestrian Volumes
West 93rd Street at Columbus Avenue
Weekday Midday Peak Period

Time	West Crosswalk (NB Peds)	West Crosswalk (SB Peds)
11:30 - 11:35	5	15
11:35 - 11:40	11	13
11:40 - 11:45	5	9
11:45 - 11:50	14	6
11:50 - 11:55	11	8
11:55 - 12:00	13	8
12:00 - 12:05	10	9
12:05 - 12:10	16	10
12:10 - 12:15	4	5
12:15 - 12:20	12	15
12:20 - 12:25	15	13
12:25 - 12:30	10	11
12:30 - 12:35	10	11
12:35 - 12:40	13	12
12:40 - 12:45	15	6
12:45 - 12:50	9	20
12:50 - 12:55	24	18
12:55 - 13:00	19	13
13:00 - 13:05	17	7
13:05 - 13:10	21	24
13:10 - 13:15	18	11
13:15 - 13:20	12	13
13:20 - 13:25	16	11
13:25 - 13:30	19	19
13:30 - 13:35	15	14
13:35 - 13:40	19	15
13:40 - 13:45	5	10
13:45 - 13:50	13	8
13:50 - 13:55	14	12
13:55 - 14:00	14	11

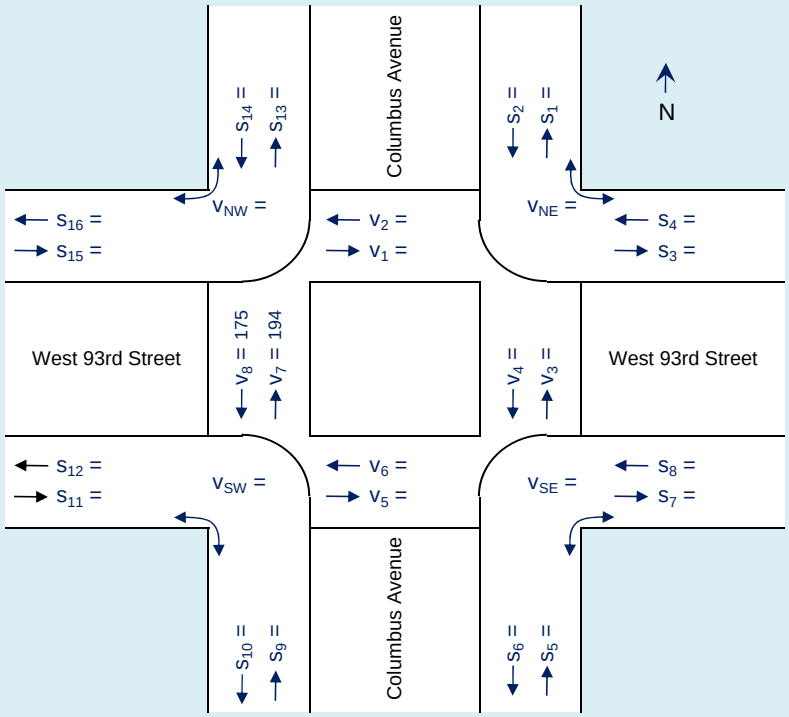
represents the peak hour.

PEDESTRIAN LOS WORKSHEET - INPUT DATA

IDENTIFYING INFORMATION

Project No.:	29179	N-S Street:	Columbus Avenue
Project Name:	70 West 93rd Street EAS	E-W Street:	West 93rd Street
Analyst:	JH	Time Period:	Midday Peak Hour (12:45 PM - 1:45 PM)
Date:	March 18, 2015	Analysis Year:	2015 Existing

PEDESTRIAN PEAK HOUR VOLUMES



SIDEWALKS

CORNER	MOVEMENT		VOL (p/hr)	PHF
NE	N-S	S_1		
		S_2		
	E-W	S_3		
		S_4		
SE	N-S	S_5		
		S_6		
	E-W	S_7		
		S_8		
SW	N-S	S_9		
		S_{10}		
	E-W	S_{11}		
		S_{12}		
NW	N-S	S_{13}		
		S_{14}		
	E-W	S_{15}		
		S_{16}		

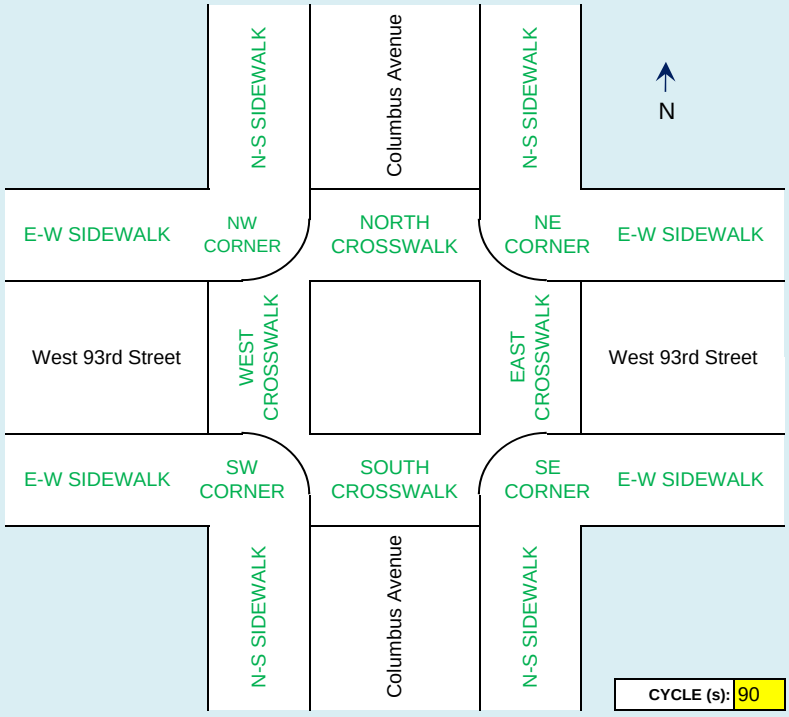
CROSSWALKS

CROSS-WALK	MOVEMENT	VOL (p/hr)	PHF
N	V_1		
	V_2		
E	V_3		
	V_4		
S	V_5		
	V_6		
W	V_7	194	0.87
	V_8	175	0.86

CORNERS

CORNER	MOVEMENT	VOL (p/hr)	PHF
NE	V_{NE}		
SE	V_{SE}		
SW	V_{SW}		
NW	V_{NW}		

GEOMETRY, SIGNAL TIMING, AND CONFLICTING VEHICLES



CYCLE (s): 90

SIDEWALKS

CORNER	SIDEWALK	TOTAL WIDTH, W_T (ft)	OBSTRUCTIONS*, W_O (ft)	FREE FLOW WALK SPEED, S_{pf} (ft/s)
NE	N-S			
	E-W			
SE	N-S			
	E-W			
SW	N-S			
	E-W			
NW	N-S			
	E-W			

* Sum of widths and shy distances from obstructions.

CORNERS

CORNER	SIDEWALK	TOTAL WIDTH*, W (ft)	RADIUS, R (ft)	OBSTRUCTIONS, Ob (ft^2)
NE	N-S			
	E-W			
SE	N-S			
	E-W			
SW	N-S			
	E-W			
NW	N-S			
	E-W			

* Override if corner width is different than sidewalk width.

CROSSWALKS

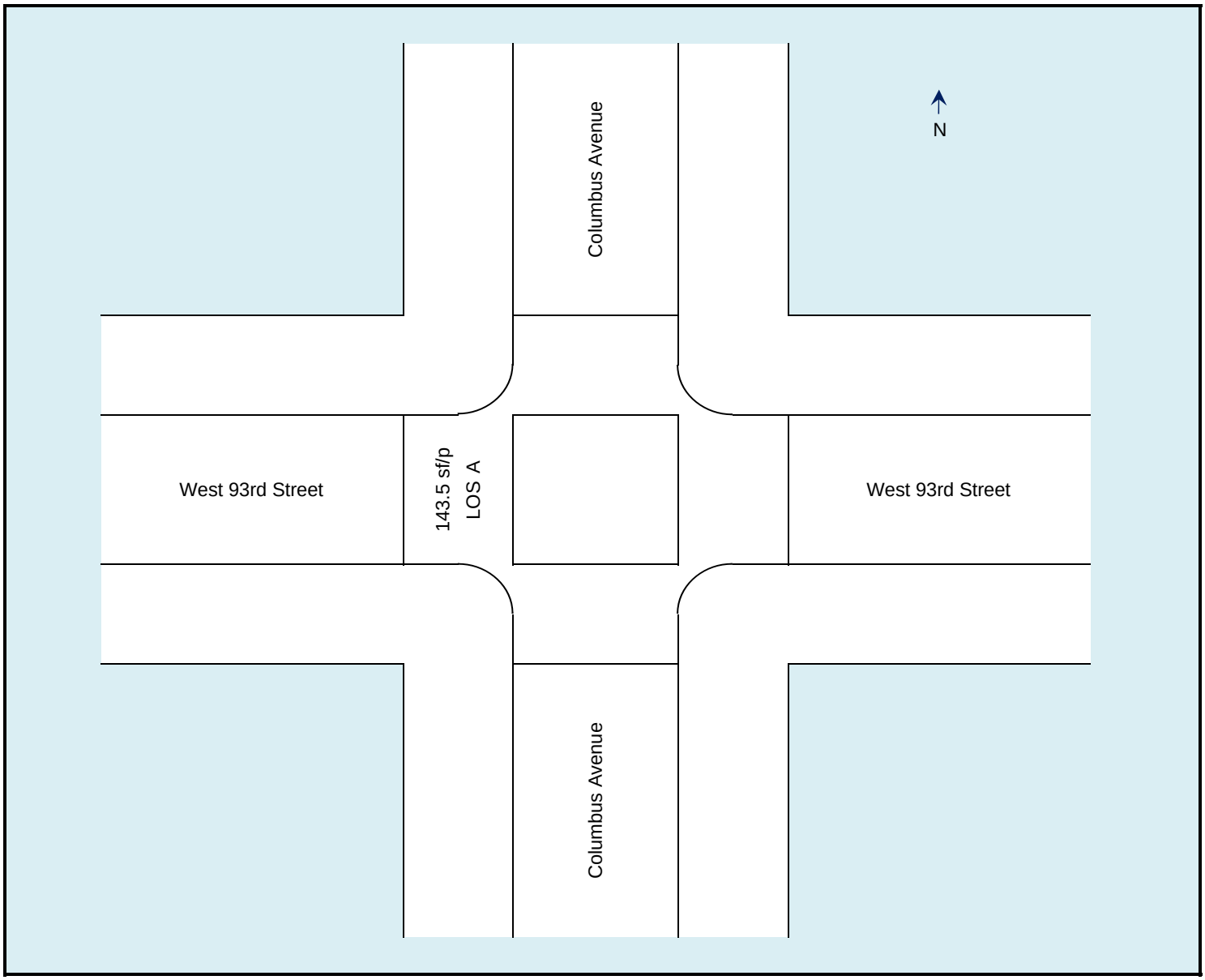
CROSS-WALK	LENGTH, L (ft)	WIDTH, W (ft)	WALK SPEED, S_p (ft/s)	CROSSING TIME (sec)				CONFL VEH	
				WALK	FDW	DW*	PHASE TOTAL	V_{rt}	$V_{lt,perm}$
N							0		
E							0		
S							0		
W	30.0	17.0	3.0	39	6	45	90	62	0

* DW clearance for phase, not total DW time for entire cycle. Usually 5 sec.

LOS SUMMARY MAP

IDENTIFYING INFORMATION

Project No.:	29179	N-S Street:	Columbus Avenue
Project Name:	70 West 93rd Street EAS	E-W Street:	West 93rd Street
Analyst:	JH	Time Period:	Midday Peak Hour (12:45 PM - 1:45 PM)
Date:	March 18, 2015	Analysis Year:	2015 Existing

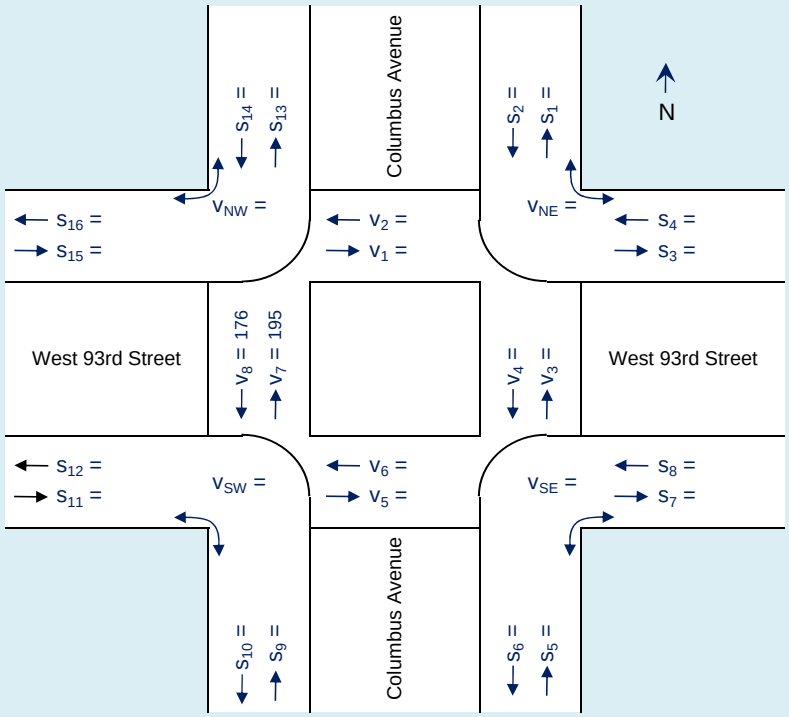


PEDESTRIAN LOS WORKSHEET - INPUT DATA

IDENTIFYING INFORMATION

Project No.:	29179	N-S Street:	Columbus Avenue
Project Name:	70 West 93rd Street EAS	E-W Street:	West 93rd Street
Analyst:	JH	Time Period:	Midday Peak Hour (12:45 PM - 1:45 PM)
Date:	March 18, 2015	Analysis Year:	2017 No Action

PEDESTRIAN PEAK HOUR VOLUMES

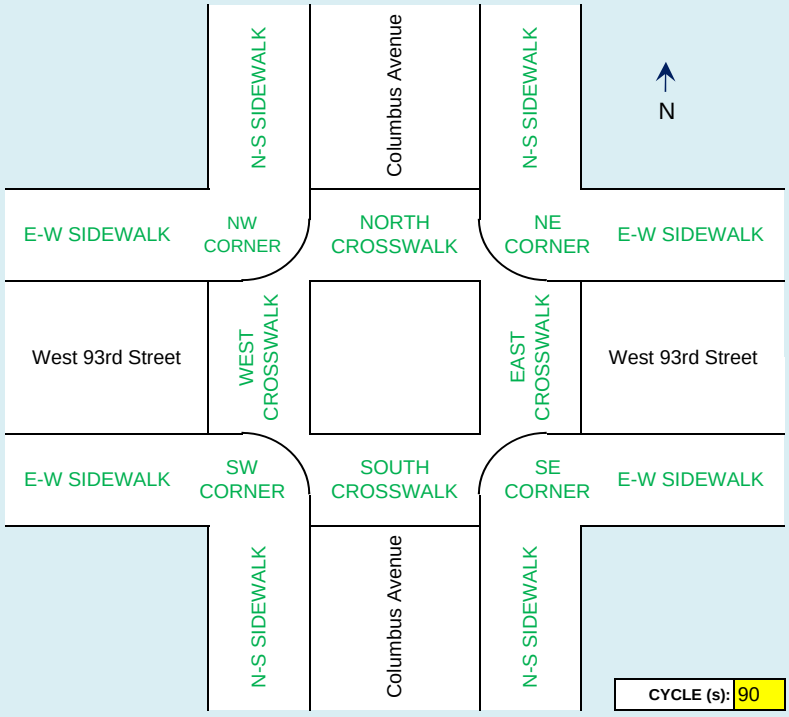


SIDEWALKS				
CORNER	MOVE-MENT		VOL (p/hr)	PHF
NE	N-S	S_1		
		S_2		
	E-W	S_3		
		S_4		
SE	N-S	S_5		
		S_6		
	E-W	S_7		
		S_8		
SW	N-S	S_9		
		S_{10}		
	E-W	S_{11}		
		S_{12}		
NW	N-S	S_{13}		
		S_{14}		
	E-W	S_{15}		
		S_{16}		

CROSSWALKS			
CROSS-WALK	MOVE-MENT	VOL (p/hr)	PHF
N	V_1		
	V_2		
E	V_3		
	V_4		
S	V_5		
	V_6		
W	V_7	195	0.87
	V_8	176	0.86

CORNERS			
CORNER	MOVE-MENT	VOL (p/hr)	PHF
NE	V_{NE}		
SE	V_{SE}		
SW	V_{SW}		
NW	V_{NW}		

GEOMETRY, SIGNAL TIMING, AND CONFLICTING VEHICLES



CYCLE (s): 90

SIDEWALKS				
CORNER	SIDEWALK	TOTAL WIDTH, W_T (ft)	OBSTRUC-TIONS*, W_O (ft)	FREE FLOW WALK SPEED, S_{pf} (ft/s)
NE	N-S			
	E-W			
SE	N-S			
	E-W			
SW	N-S			
	E-W			
NW	N-S			
	E-W			

* Sum of widths and shy distances from obstructions.

CORNERS				
CORNER	SIDEWALK	TOTAL WIDTH*, W (ft)	RADIUS, R (ft)	OBSTRUC-TIONS, Ob (ft^2)
NE	N-S			
	E-W			
SE	N-S			
	E-W			
SW	N-S			
	E-W			
NW	N-S			
	E-W			

* Override if corner width is different than sidewalk width.

CROSSWALKS									
CROSS-WALK	LENGTH, L (ft)	WIDTH, W (ft)	WALK SPEED, S_p (ft/s)	CROSSING TIME (sec)				CONFL VEH	
				WALK	FDW	DW*	PHASE TOTAL	V_{rt}	$V_{lt,perm}$
N							0		
E							0		
S							0		
W	30.0	17.0	3.0	39	6	45	90	62	0

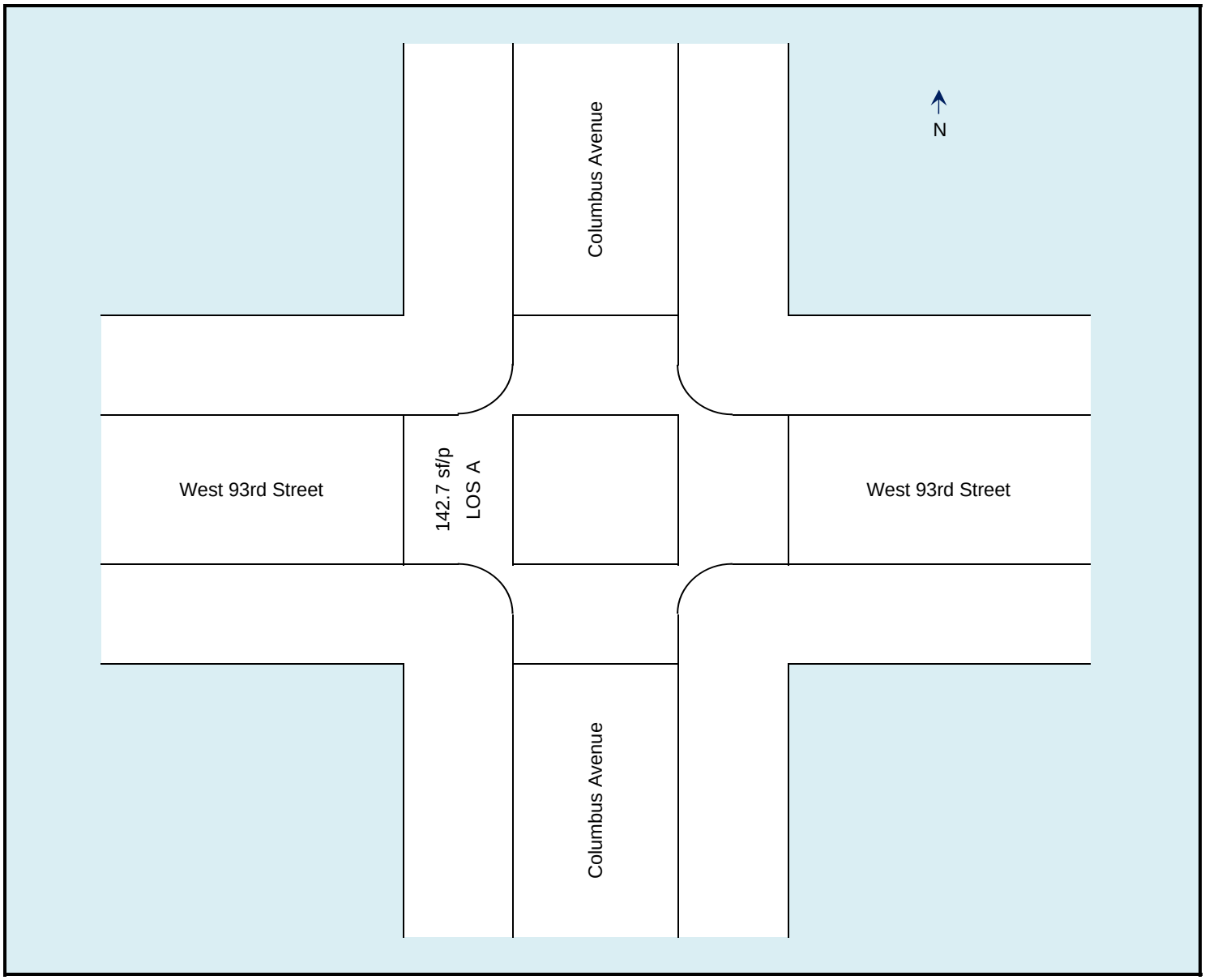
* DW clearance for phase, not total DW time for entire cycle. Usually 5 sec.

LOS SUMMARY MAP

IDENTIFYING INFORMATION

Project No.:	29179
Project Name:	70 West 93rd Street EAS
Analyst:	JH
Date:	March 18, 2015

N-S Street:	Columbus Avenue
E-W Street:	West 93rd Street
Time Period:	Midday Peak Hour (12:45 PM - 1:45 PM)
Analysis Year:	2017 No Action

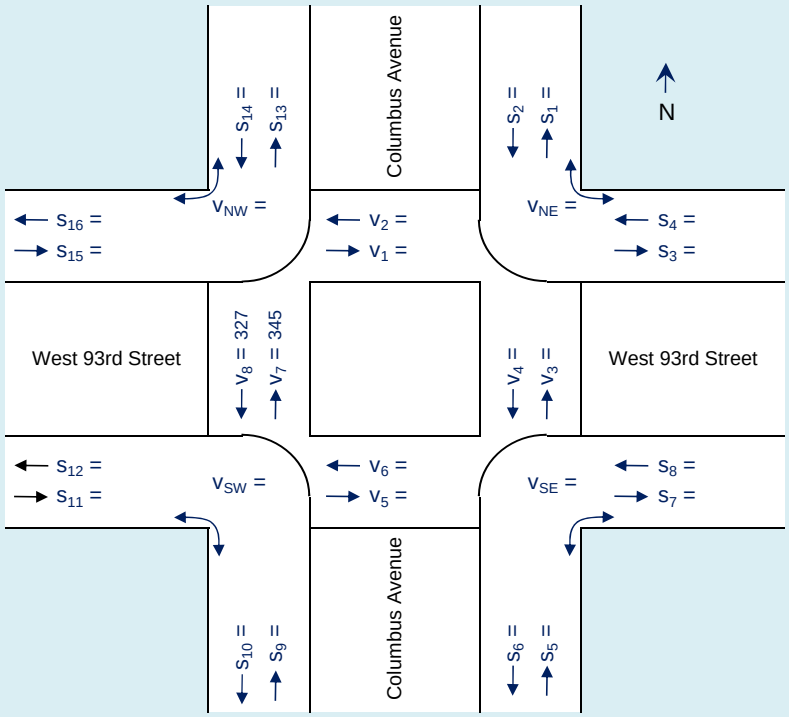


PEDESTRIAN LOS WORKSHEET - INPUT DATA

IDENTIFYING INFORMATION

Project No.:	29179	N-S Street:	Columbus Avenue
Project Name:	70 West 93rd Street EAS	E-W Street:	West 93rd Street
Analyst:	JH	Time Period:	Midday Peak Hour (12:45 PM - 1:45 PM)
Date:	March 18, 2015	Analysis Year:	2017 With Action

PEDESTRIAN PEAK HOUR VOLUMES

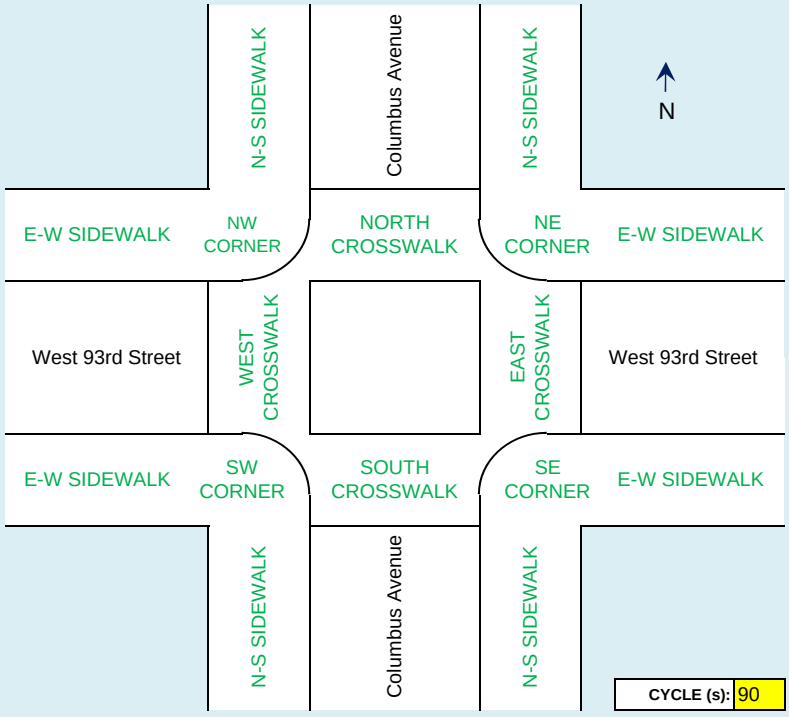


SIDEWALKS				
CORNER	MOVE-MENT		VOL (p/hr)	PHF
NE	N-S	S_1		
		S_2		
	E-W	S_3		
		S_4		
SE	N-S	S_5		
		S_6		
	E-W	S_7		
		S_8		
SW	N-S	S_9		
		S_{10}		
	E-W	S_{11}		
		S_{12}		
NW	N-S	S_{13}		
		S_{14}		
	E-W	S_{15}		
		S_{16}		

CROSSWALKS			
CROSS-WALK	MOVE-MENT	VOL (p/hr)	PHF
N	V_1		
	V_2		
E	V_3		
	V_4		
S	V_5		
	V_6		
W	V_7	345	0.87
	V_8	327	0.86

CORNERS			
CORNER	MOVE-MENT	VOL (p/hr)	PHF
NE	V_{NE}		
SE	V_{SE}		
SW	V_{SW}		
NW	V_{NW}		

GEOMETRY, SIGNAL TIMING, AND CONFLICTING VEHICLES



CYCLE (s): 90

SIDEWALKS				
CORNER	SIDEWALK	TOTAL WIDTH, W_T (ft)	OBSTRUC-TIONS*, W_O (ft)	FREE FLOW WALK SPEED, S_{pf} (ft/s)
NE	N-S			
	E-W			
SE	N-S			
	E-W			
SW	N-S			
	E-W			
NW	N-S			
	E-W			

* Sum of widths and shy distances from obstructions.

CORNERS				
CORNER	SIDEWALK	TOTAL WIDTH*, W (ft)	RADIUS, R (ft)	OBSTRUC-TIONS, Ob (ft^2)
NE	N-S			
	E-W			
SE	N-S			
	E-W			
SW	N-S			
	E-W			
NW	N-S			
	E-W			

* Override if corner width is different than sidewalk width.

CROSSWALKS									
CROSS-WALK	LENGTH, L (ft)	WIDTH, W (ft)	WALK SPEED, S_p (ft/s)	CROSSING TIME (sec)				CONFL VEH	
				WALK	FDW	DW*	PHASE TOTAL	V_{rt}	$V_{lt,perm}$
N							0		
E							0		
S							0		
W	30.0	17.0	3.0	39	6	45	90	62	0

* DW clearance for phase, not total DW time for entire cycle. Usually 5 sec.

LOS SUMMARY MAP

IDENTIFYING INFORMATION

Project No.:	29179
Project Name:	70 West 93rd Street EAS
Analyst:	JH
Date:	March 18, 2015

N-S Street:	Columbus Avenue
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